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The GRAIN DEALERS JOURNAL.

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In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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 Buxton, E. E., broker and commission merchant.
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 Johnstone & Templeton, grain commission.
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 Mereness & Potter Co., grain commission.*
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 Stinson-Tenney Co., grain commission.
 Turle & Co., grain commission.
 Van Dusen-Harrington Co., grain merchants.*
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 Wernell-Anderson Co., grain commission.
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 Fairbank & Co., S. G., grain, hay, seeds.
 Southern Brokerage Co., grain, hay, feeds & seeds.

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SAGINAW, MICH.

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 Zahn & Co., J. F., grain, seeds.*

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 Kelly Bros. Gr. Co., commission & brokerage.
 Kelly, Edward, wholesale grain & commission.
 Woodside-Smith Gr. Co., receivers & shippers.

WINFIELD, KANS.

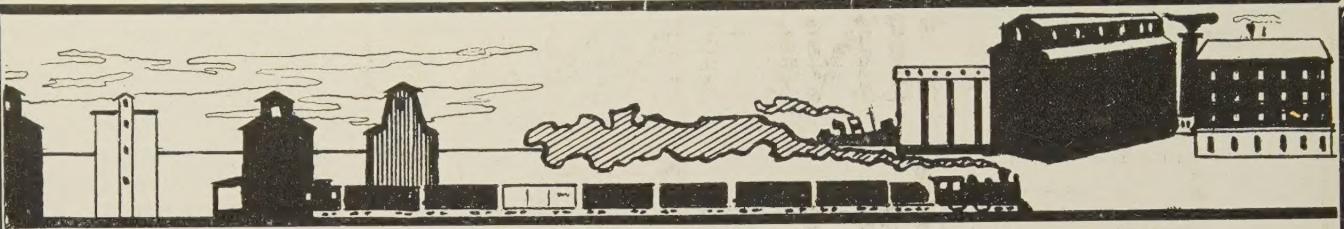
Daves & Daves Grain Co., grain, hay & millfeed.
 Hayes & Co., John, wholesale grain and hay.
 Head Grain Co., grain, millfeed, seeds.

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RUMSEY, MOORE & CO.
GRAIN COMMISSION
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 Quick Returns to all. Ask for Our Bids

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Commission Merchants
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BUT MAKE YOUR SAMPLES OF CORN A CAR LOAD

Paul Van Leunen & Co.

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A SPECIALTY

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Commission Merchants

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308-310 Chamber of Commerce, BALTIMORE

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CINCINNATI Chamber of Commerce

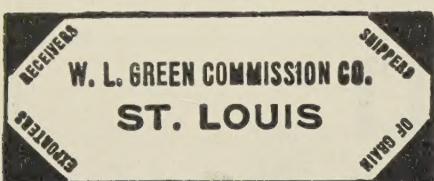
Favorable location is quite an attractive feature in the enlargement of the volume of business that is handled by the merchants of any market. The best gateway for the movement of grain, hay and feed into southern and southeastern territory is CINCINNATI. Consequently shipments to that market should naturally show you the best results.

Ship to any of the following firms:

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Cincinnati Grain Co.—Com'n Merchants
Collins & Co.—Exclusively Commission
Ellis & Fleming—Grain and Hay
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Ferger Grain Co., The—Grain, Hay, Feed
Fitzgerald Bros. Co., The—Strictly Com'n
Gale Bros. Co., The—Grain, Hay, Feed
Gray, Ralph—Receiver and Shipper
Howard, H. W.—Grain and Hay

Kramer, W. H.—Hay and Grain
Maguire & Co.—Hay, Grain, Commission
McQuillan & Co.—Grain, Hay and Feed
Perin Bros.—Millers and Grain Merchants
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Schmidt & Walker Co.—White Corn Goods
Stafford, J. R.—Grain and Hay
Trent Milling Co.—Receivers and Shippers
Union Grain & Hay Co.—Grain Buyers and
Commission
Van Leunen & Co., Paul—Grain Commis'n
Van Leunen Co., The—Hay and Grain
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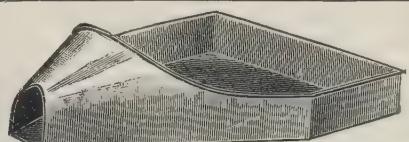
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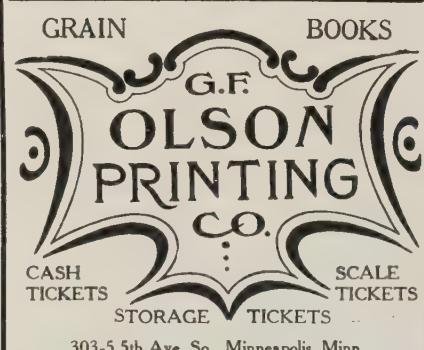
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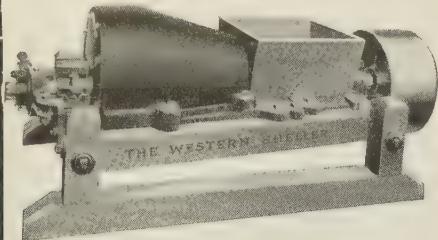
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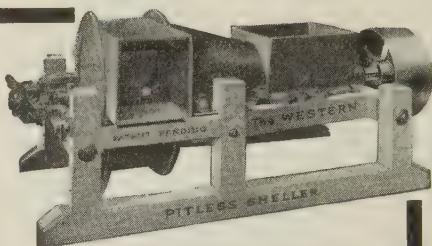
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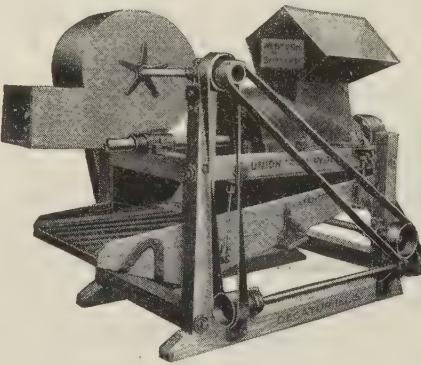
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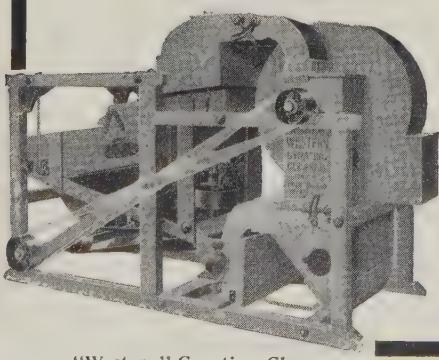
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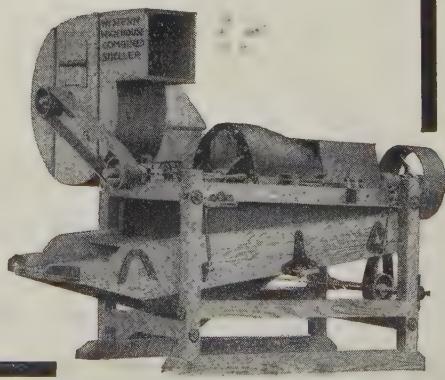


"Western" Gyrating Cleaner

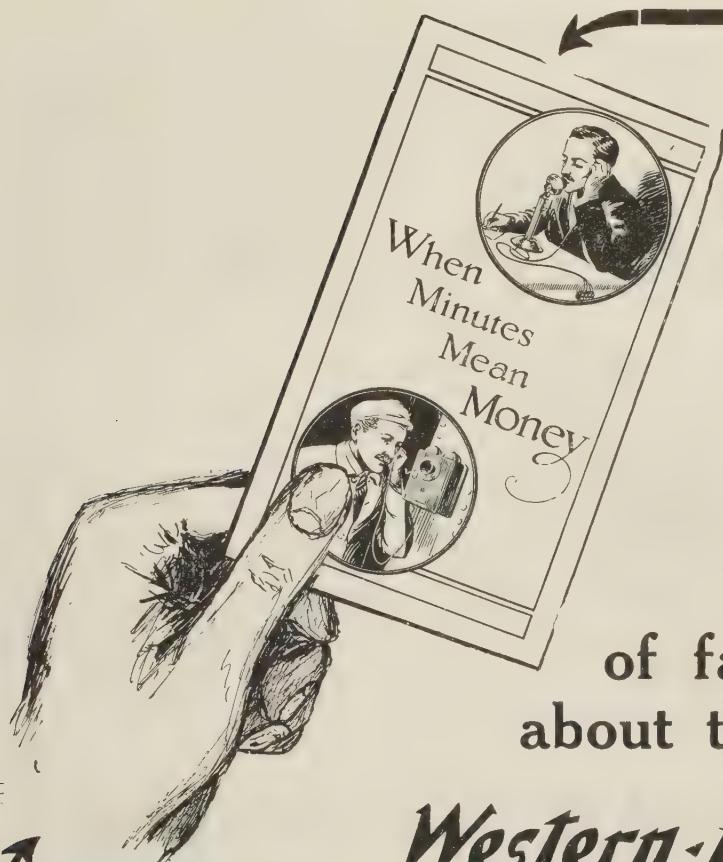
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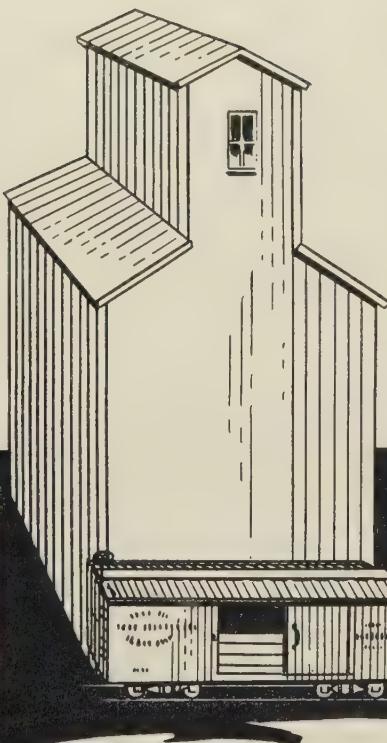


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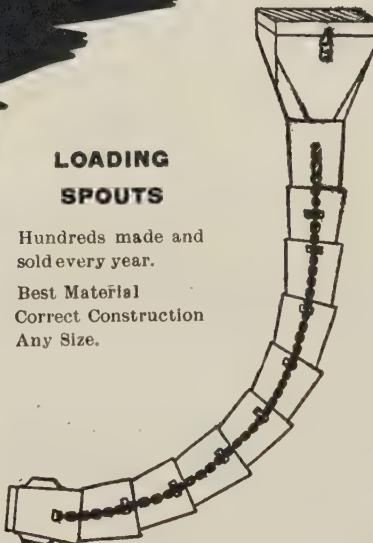
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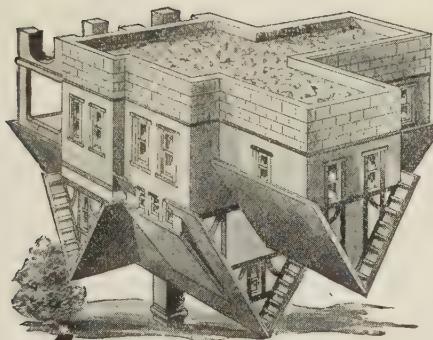
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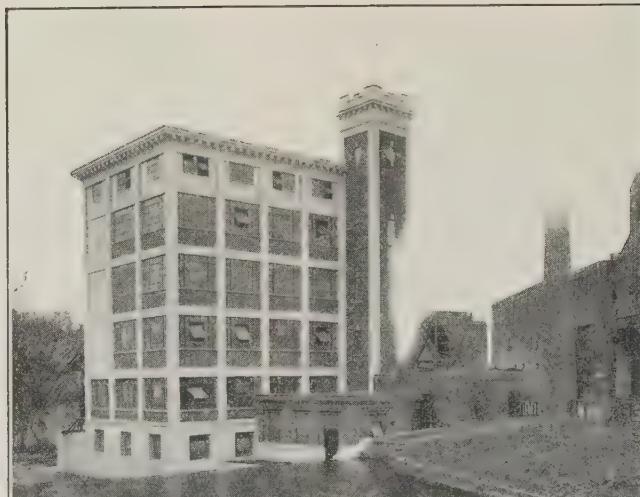
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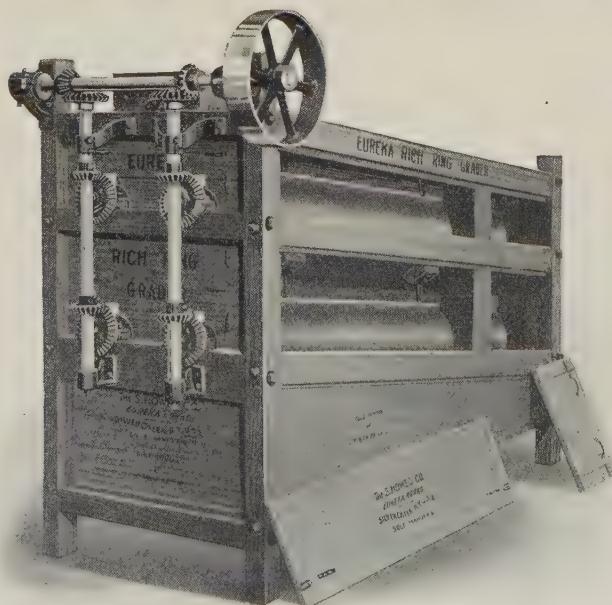


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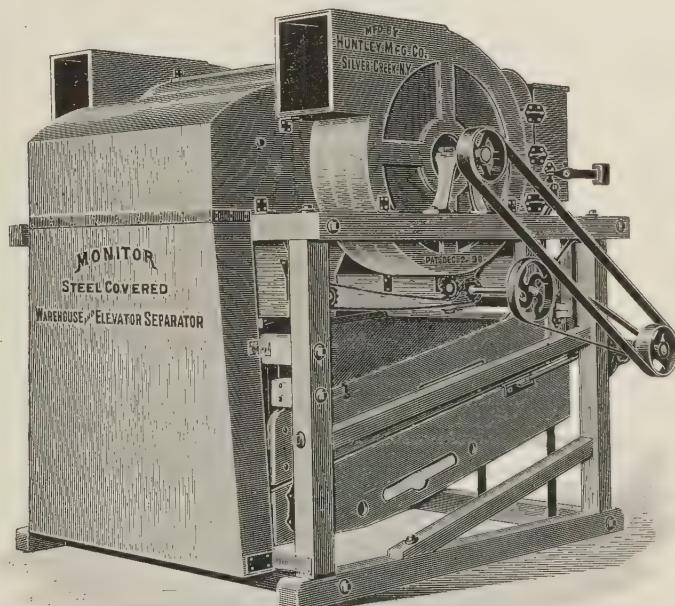
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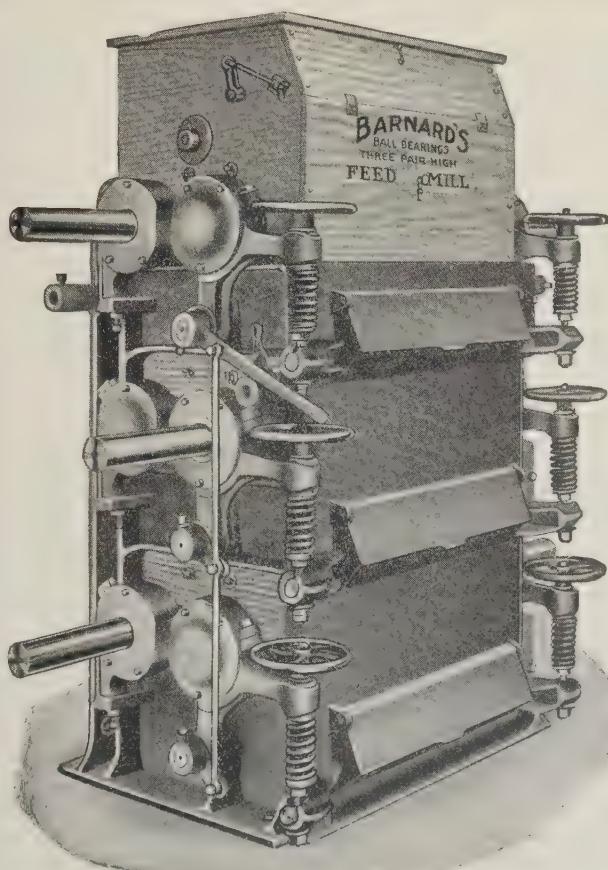


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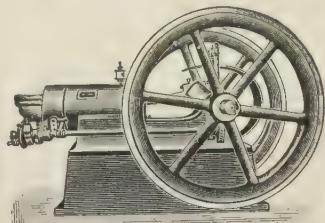
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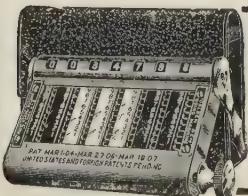
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The "Golden Gem" ADDING MACHINE For General Office or Personal Desk Use, Only \$10 We have been making adding machines for ten years—and have sold over 30,000. "THE PROOF" on request. During the past few years we have expended thousands of dollars in special tools and machinery to produce a machine that would be within the reach of all. We have succeeded—the "Golden Gem" is the result. You can keep it right on your desk or take it with you on the road. It saves brain work—avoids mistakes—it suits the average man's needs as well as high priced machines. It is supplied in a pebbled morocco leather case for only \$1.00. Send Your Remittance Today. Your MONEY BACK within TEN days if Machine does not make good.
G. D. GANCER, A. A. M. Co., 319 Broadway, NEW YORK

BOWSHER

(Sold with or without Elevator)
CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.
LIGHTEST RUNNING
(Our circular tells why)
Handy to Operate. Ten sizes 2 to 25 Horsepower.
FREE Booklet on "Values of Feeds and Manures."
The N. P. Bowshier Co.
South Bend : Indiana
FEED MILLS

Any Weight

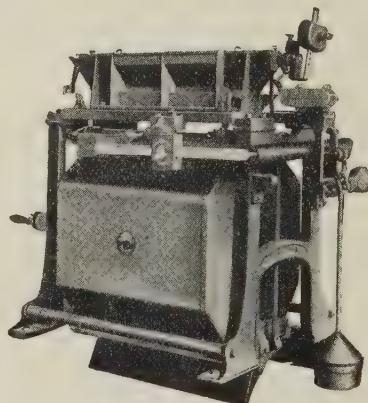
of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00.

Grain Dealers Journal
CHICAGO - ILLINOIS

Did You Handle
50,000 Bushels or
more of Grain
in 1912?

If so you certainly need a

Fairbanks Automatic Scale



It will attend to your weighing while you are busy with other work. Weighs more accurately than you can by hand.

Simple Durable

Write for Catalog No. 550A6
and get details.

Fairbanks, Morse & Co.

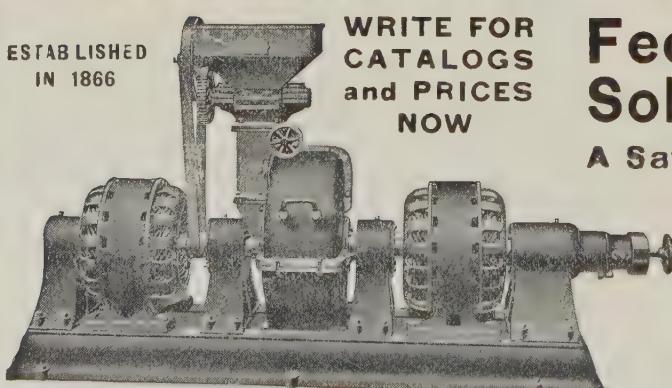
Wabash Ave. and Eldredge Pl., Chicago, Ill.

Oil and Gasoline Engines, Electric Motors, Feed Grinders

"Monarch" Ball Bearing

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IN 1866

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NOW



"Monarch" Ball Bearing Direct Motor Driven Attrition Mill
We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

Feed Grinders will always Solve All Your Troubles.

A Saving of from 35% to 60% in Power.

Don't Forget!
ELECTRICALLY

Direct connected motor driven Ball Bearing Feed Grinders and Corn Crackers **Our Specialty**

You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of trim. **TRY ONE OF THEM NOW**

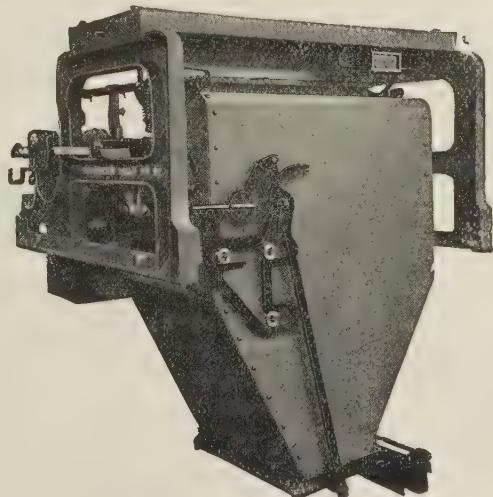
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WESTERN OFFICE: 53 W. Jackson Blvd., CHICAGO

THE MILL BUILDERS, P. O. BOX 260
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BRANCH } 613 McKay Bldg.
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How much grain do you ship?

If you have no scale, or one that you can't be sure of, you get paid on the terminal elevator weights. Do you get all that's coming to you? Was that car in good condition? What if it leaked 50 bushels of your own good grain—are you so rich that you can afford to lose that?

If not, get a good scale, a

Richardson Automatic

FROM

RICHARDSON SCALE COMPANY
209 S. State Street, CHICAGO

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N. J.

Box 876
Kansas City, Mo.

413 Third St. So.
Minneapolis

Box 305
Omaha, Neb.

Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

The Strong-Scott Mfg. Co.

Minneapolis, Minn.

Northwestern Agents for
Richardson Automatic Scales
Invincible Cleaners
Knickerbocker Dust Collectors



IF we used a hundred more parts on the RELIANCE Automatic Scale it would be no better than it is. In fact, it would not be as good and we would have to charge more for it.

SIMPLICITY means a great deal in the manufacture as well as in the operation of an Automatic Scale.

There is a twenty-five year's experience behind the RELIANCE and no little detail has been overlooked.

Investigate.

Write for Catalogue.

National Automatic Scale Co.

West Pullman, Illinois

Power Equipment Co.,
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Northwestern Agents.

Orr Bros. Supply Co.,
Cedar Rapids, Iowa,
Iowa, Agents

The Gerber Patent Flexible Chain Telescope Car Loading Spout

Will last longer than three ordinary flexible spouts because it is made of metal equal to saw blade.

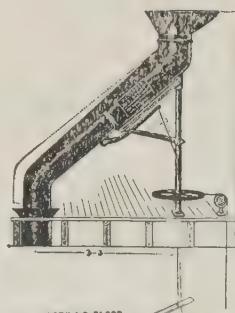
Order one
and be
convinced.

Swivel Joint
at S



The Gerber Improved Distributing Spouts

Are used in all parts of the country because they are made by skilled workmen, have a worldwide reputation, and will prevent the mixing of grain.



BEWARE OF IMITATIONS.

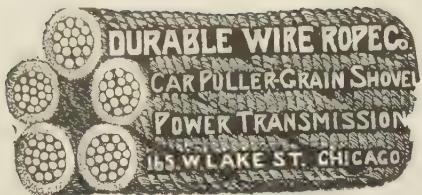
FOR SALE BY

J. J. GERBER, Minneapolis, Minn.

TONS to Dollars and Cents

Shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. Well printed on good paper, and bound in cloth; marginal index. Size 4½x8½ inches, 110 pages. Price \$1.00.

GRAIN DEALERS JOURNAL, La Salle St., CHICAGO, ILL.

**Cover's Dust Protector**

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., SOUTH BEND, IND.

**NEW ERA MANLIFT**

Users consider our "New Era" Manlifts to be the best—always reliable. We make

**HAND ELEVATORS
POWER ELEVATORS
DUMBWAITERS
INVALID HOISTS
BOX HOISTS, ETC.**

Write for prices when needing anything in our line

Sidney Elevator Mfg. Co., Sidney, Ohio

Mention this paper.

Double Safety Man-Lift

All steel
Same Price
Weighs Less
More Durable

Send us specifications for your entire wants for elevator supplies and equipment. We make them, and they are all as modern as our steel Man-Lift.

BURRELL MFG. CO.
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Say you saw it in the
Journal

When you write our advertisers
Thanks

THE AUTOMATIC DUMP CONTROLLER

This new and simple device for the controlling of the drop of wagon dumps, is the only machine on the market; no attention or power in operating.

It is entirely out of the road and completely automatic.

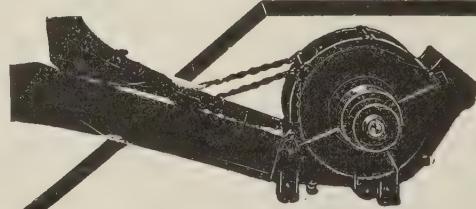
Our list of testimonials and number of duplicate orders shows their usefulness.

As the easy dumping of a man's wagon is pleasing to them as well as prevents expense for repairing wagons, and the chances for dissatisfaction.

Hundreds in use. Satisfaction guaranteed.

For further particulars, address

L. J. McMILLIN, Indianapolis, Ind.

**A Grain Man's Argument:**

"We are still using the car loader bought of you in 1903, and will say that it has been in constant use, and works just as well as it ever did."

GARDNER & LEWIS,
Cottage Grove, Ind.

"Works just as well as it ever did" after ten years constant use.

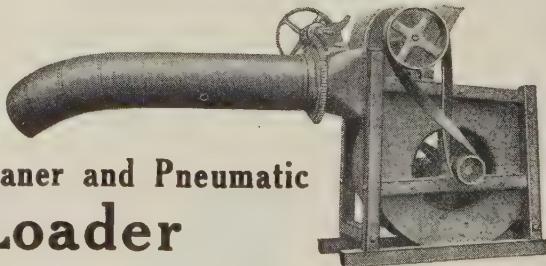
A most forceful argument in favor of the

Boss Car Loader

The compactness, durability, practical design, and satisfaction in operation and installation, assures this loader lasting longer than any other. Let us send our "Boss" on approval.

MAROA MFG. CO.
Dept. 3 MAROA, ILL.

IF you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic Car Loader

become acquainted with any user. We will gladly send list.

Why you should install the MATTOON—

It is impossible for it to mill or crack the grain.

It will fill largest cars to full capacity, without any labor in the car.

Strong and durable, automatic in action, and requires no attention after starting. Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

WRITE FOR LIST AND CIRCULARS

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

"Loads Grain, Malt or Sand"

LINK BELT SUPPLY CO.

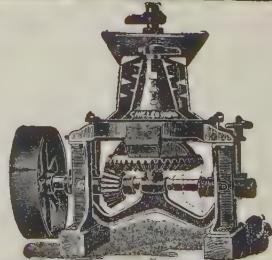
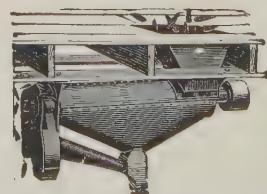
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MANUFACTURERS OF

DISTRIBUTING AND FLEXIBLE SPOUTS. BOOT PANS, STACKS AND TANKS, WAGON DUMPS, MAN LIFTS.

ALL KINDS OF TRANSMISSION CONVEYING AND ELEVATING MACHINERY

A FULL STOCK CARRIED.
GET OUR PRICES.

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THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

Milwaukee Bags

Our "Aurora A" is a full size
2 bu. 16. oz. cotton seamless sack—strong and durable and
we are selling at prices which will interest you. We make all sizes of Jute Grain
Bags—write for prices. Why not Milwaukee Bag Co., Milwaukee, Wis.
"Hindoo" Jute Twine for tying?

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MANUFACTURERS

International Sugared Dairy Feed
International Special Molasses Feed
International Sugared Horse Feed
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These feeds are unequalled in nutritive value. Sold by dealers everywhere

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SPECIALIZES IN GRAIN AND MILLING

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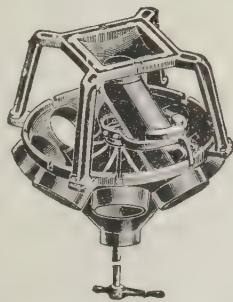
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HALL SPECIAL

A PERFECT ELEVATOR LEG

Speeded, spaced and proportioned correctly. The greatest possible capacity, perfectly handled, without stopping, without choking, without backlegging.



The success of the

HALL DISTRIBUTOR

is undoubtedly due to the fact that it was never built to meet a price.

A successful machine came first; price second.

HALL DISTRIBUTOR CO.

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DUPLICATING SCALE TICKET BOOK

No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filing in name of buyer. Price \$1.25.

GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.

Tyden Car Seals Prevent Losses and Claims.



Self-locking, Safe, Secure. Adopted by U. S. Government and Leading Railroads. Your name on each seal. Millions used by shippers. Write for samples.

International Seal & Lock Co.
Hastings, Mich.
Chicago Office, 617 Railway Exchange.

CYCLONE BLOW PIPE CO.

IMPROVED

Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Pipe-ing

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

High and Low Speed Systems
1001-1015 W 21st
St., cor. Morgan St.
CHICAGO, ILL



Don't Waste Wind

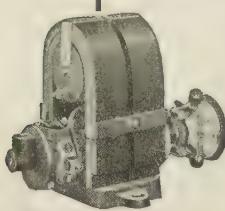
It costs money to produce an air current with a fan.

What's the use of having the air current double back and choke itself.

The New "1905"
Cyclone Dust Collector
SAVES THAT WASTE

The Knickerbocker Co.
JACKSON, MICH.

Write for our Catalog on Dust Collectors.



A "WIZARD" Magneto Solves the Ignition Problem Forever

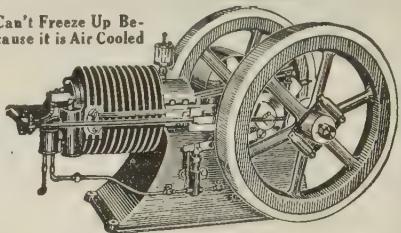
Save the continuous expenses of continuous battery renewals

MAGNETOS DO NOT BURN OUT
MAGNETOS DO NOT BURN OUT POINTS
MAGNETOS, FIRST COST IS LAST COST

Write for Catalog G. D.

THE HERCULES ELECTRIC CO., Indianapolis, Ind.

Can't Freeze Up Be-cause it is Air Cooled



Sizes $\frac{1}{2}$ to 12 H. P.

We have a very attractive proposition to make owners of Elevators regarding the GADE AIR COOLER. The GADE is so simple, economic and reliable that you cannot afford to be without it. Always ready winter or summer. No delays by break-downs or freeze-ups. Get Our Special Proposition at Once.

GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa

A ten dollar bill

the cost of a Make and Break Spark or \$11, the price of a 1 or 2 cyl. Jump Spark Magneto

will rid you of ignition trouble and expense. Magnetos have surpassed the battery or the dynamo and The Comet has surpassed all other Magnetos. That's why you want the Comet.

Write

HENRICKS NOVELTY CO.
1243 St. Paul Street
Indianapolis, Ind.



The
COMET
30 Days
Free Trial

Direct Reduction Tables for Corn and Oats

Reduce any weight of corn from 100 to 5000 pounds, by ten-pound breaks, direct to bushels of 55 lbs.; 56, with one pound dockage for dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table may also be used for reducing rye and flaxseed to bushels. Oats are reduced to bushels of 32, 33 and 35 pounds.

Ten tables printed from large type on card board, size $10\frac{1}{2} \times 11\frac{1}{2}$ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 Cents.

Grain Dealers Journal
315 S. La Salle Street CHICAGO, ILL.

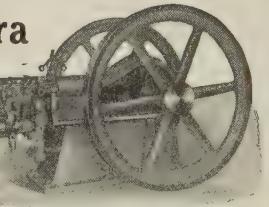
New Era

New and Rebuilt

GAS ENGINES

of our own make, thoroughly guaranteed—8 to 50 H.P. Simple as the old steam engine. Let us know your requirements.

THE PORTSMOUTH ENGINE CO., Portsmouth, Ohio



Gas Engine Books

Operators of Gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

The Practical Gas Engineer, by E. W. Longanecker, M. D., Price, \$1.00.

The Gas and Gasoline Engine, by Norman & Hubbard, Price, \$1.00.

The Gas Engine Hand Book, by E. W. Roberts, Price, \$2.00.

Gas Engine Troubles and Remedies, by Albert Strittmatter, Price, \$1.00.

Plain Gas Engine Sense, by E. L. Osborne, Price, \$1.00.

Grain Dealers Journal
315 So. La Salle St. Chicago, Ill.

Judicious Advertising as Irresistible as Niagara

The Journal Continuously Demonstrates It

Receiving and Stock Book

Form 321 is designed for keeping a record of each kind of grain received at a country elevator in a separate column so that the buyer by adding up columns may quickly determine the number of bushels of each kind of grain on hand. Columns are also provided for date, name, gross, tare, net pounds, price, amount paid and remarks.

The book is printed on Linen Ledger paper, well bound with leather back and corners. Each of its 160 pages is 9x12 inches, giving room for recording 3200 wagon loads.

Order Form 321 - - - Price, \$1.50

GRAIN DEALERS JOURNAL, La Salle St., Chicago, Ill.

Written Contracts Book

This book is planned for recording agreements for the delivery of grain bought. By its use each party thereto obtains a clear statement of what is intended by the owner, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold.....bushels of.....at.....per bu., to be delivered on or before.....It also certifies that he has received.....dollars on the contract.

The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size $12 \times 4\frac{1}{2}$. If you contract for grain you cannot afford to be without these blanks.

Order form No. 9. Price, 50 cents
GRAIN DEALERS JOURNAL
255 La Salle St. CHICAGO, Ill.

Clark's Double Indexed Car Register

Is a record book designed to afford ready reference to the entry or record of any car number. Facing pages $11 \times 14\frac{1}{2}$ inches of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

ORDER FORM 40 contains 36 pages, bound in heavy canvas covers, with spaces for registering 9,000 cars. Price, \$1.50.

ORDER FORM 42 contains 68 pages, bound in art canvas covers with spaces for registering 17,000 cars. Price, \$2.50.

GRAIN DEALERS JOURNAL,

La Salle St., Chicago, Ill.

To BUY or SELL
RENT or LEASE
an ELEVATOR

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns.

\$100 A YEAR TO YOU—FREE

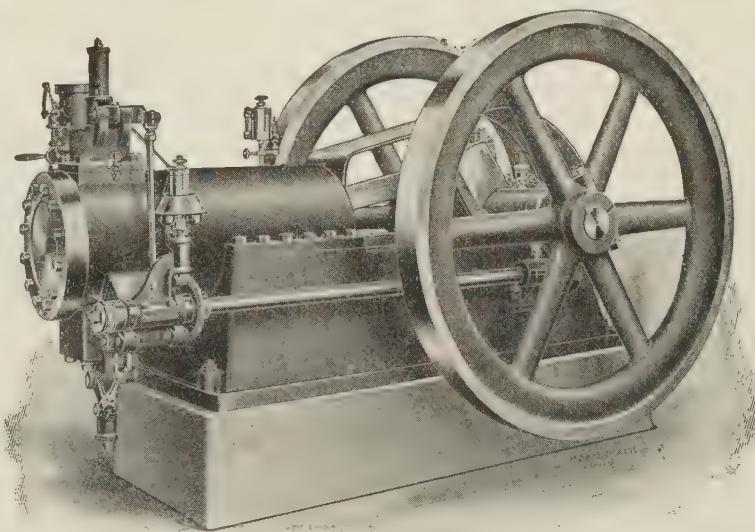
If you are spending \$200 a year for fuel, by installing a

“SUPERIOR” Kerosene Engine

we indirectly give you \$100 per year. A “SUPERIOR” cuts your fuel bill in half. It is the most economically efficient and reliable power a grain elevator operator can install, being made from the best raw materials, and developed into the finished engine in a factory built and equipped for the manufacture of one of the most durable engines on the market.

Every “SUPERIOR” Kerosene Engine is tested at our factory until we are convinced, by actual test, that it will do all we claim, and more.

The above facts should warrant your investigation. Investigation will warrant your installation.
Write right now for catalog.



SUPERIOR GAS ENGINE CO., Springfield, O.

Grain Scale Book

Form 23 is an Indexed Journal, keeps record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size $10\frac{1}{2} \times 15\frac{1}{2}$ inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

Grain Shipping Ledger

Form 24. An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are $10\frac{1}{2} \times 15\frac{1}{2}$ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

GRAIN DEALERS JOURNAL
315 So. La Salle Street CHICAGO, ILL.

Simple Deduction—

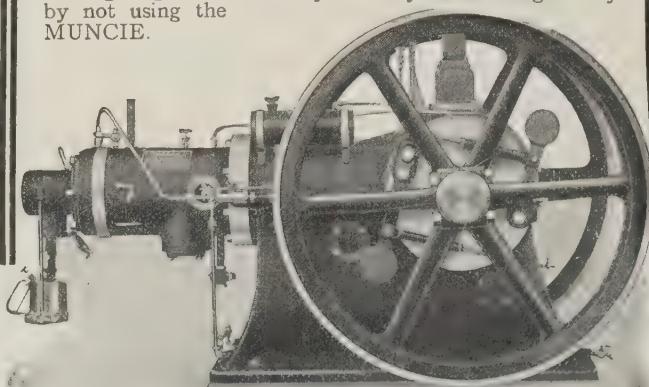
**Why you should install an OIL ENGINE, and
Why that oil engine should be a “MUNCIE”**

First, the MUNCIE operates on the cheapest Fuel Oils known, also operating on Crude, Solar, and Gas Oils, Kerosene, Distillate and Naphtha without any change in engine whatever.

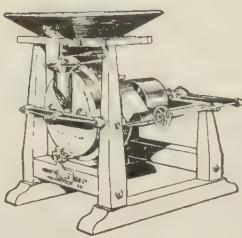
No batteries to replace, no magnetos or dynamos to repair. Fewest working parts of any engine.

Built for hardest kind of service, ample surplus of power, and utmost engine efficiency.

The above, and further explanation by writing for our catalog, ought to convince you that you are losing money by not using the MUNCIE.



Write
Muncie Gas Engine & Supply Co.
54 Ohio, Cor. Railroads Muncie, Ind.



N. & M. Co. Buhr Mills Grind Finest Corn Meal and Feed

They grind the highest grade rye, graham and buckwheat flours. They make the smoothest and most nourishing stock feed. Don't tear or "burn" the grain.

A Paying Investment

for private or public grinding. N. & M. Co. Buhr mills do better work than any other meal or feed mill and last a lifetime without repairs. Genuine French Buhr mill stones. Very simple. A boy can operate them. Low first cost. Fully guaranteed.

30 Days Free Trial

Costs you nothing if it doesn't convince you. Write for trial plan and "Book on Mills."

Nordyke & Marmon Co.

(EST. 1851)

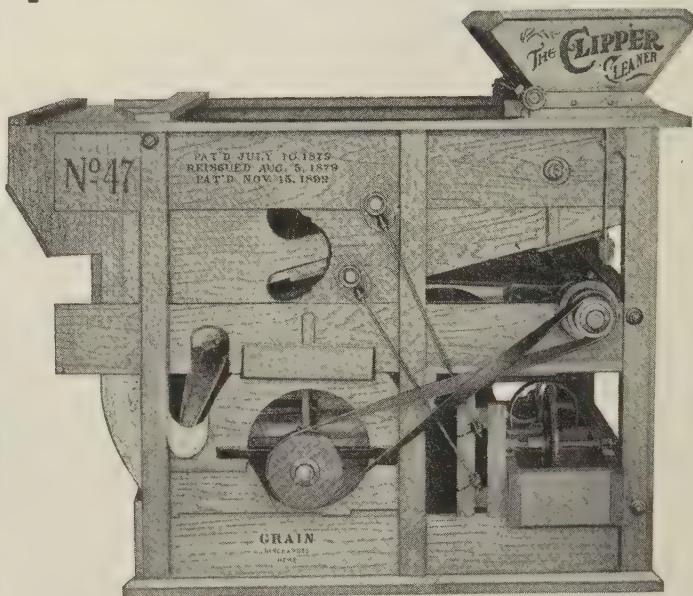
1256 Morris St.

Indianapolis

Indiana

No. 47 "Clipper" Cleaner

With Traveling Brushes



Stands without an equal for the economical and successful cleaning of all kinds of grain, clovers, timothy, flax, corn, etc. The fine separations of our machines have not been equalled by any other cleaner.

Our Cleaners are quickly and easily installed and simple to operate. We have machines with and without Traveling Brushes, Special Air Controller and all modern Improvements.

The "CLIPPER" is used in thousands of local elevators all over the country. There is no other cleaner of medium price and good capacity so well adapted to this class of work.

Our Cleaners require but one-quarter the power of a suction cleaner of equal capacity and will do a greater variety of work. We have the only successful combination cleaner on the market and we guarantee satisfaction.

Catalog and Screen Sample Plate free.

A. T. Ferrell & Co.
Saginaw, W. S., Mich.

THE SIDNEY LINE

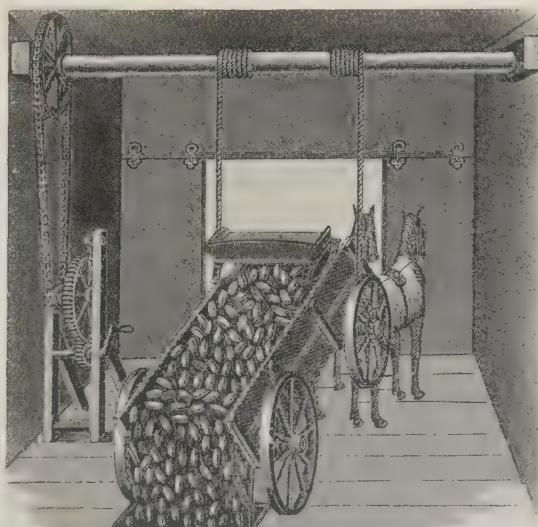
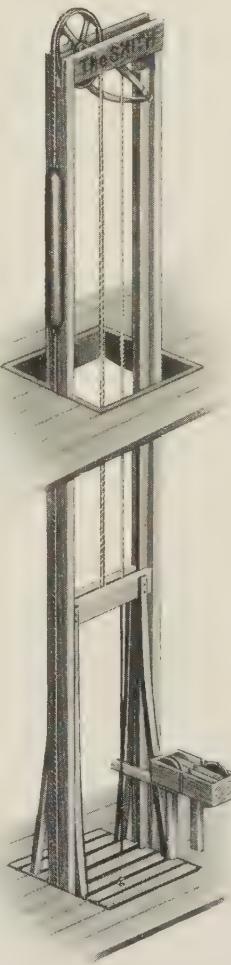
Smith Safety Ball Bearing Man Lifts

There are yet a few elevators in the country not equipped with man lifts, and we wish to call your attention to the

Smith Safety Ball Bearing Lift.

We claim superiority for easy operation, safeness and durability. Decreases cost of insurance, makes all parts of elevator easily and quickly accessible. Complete your elevator by installing this lift.

Give us the height of travel and we will surprise you with the low cost of same, convincing you that you cannot afford to do without it.



Wood Roller Overhead Wagon Dump

Smith Overhead Wagon Dumps

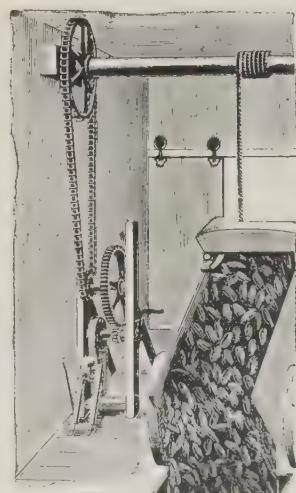
Simple in construction, require little space in driveway, can fill dump to floor, and can arrange to dump into as many openings as desired.

Power can be easily attached by driving jack shaft with loose belt, using a tightener frame and pulley, which arrangement does not interfere with raising wagon by hand, if your power is not in operation.

We also make the

All Iron Overhead and Drop Dumps

Give us your dump troubles and we will suggest a relief.



Power Attachment

We manufacture a complete line of elevator machinery and power transmission. Write for complete catalog.

THE PHILIP SMITH MFG. CO., Sidney, Ohio

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

ELEVATORS FOR SALE.

SHREVE, WAYNE CO., OHIO—Grain Elevator and Stock Yards for sale, none better. Address W. A. Craig, Wooster, O.

FOR SALE—NORTHERN INDIANA, up-to-date elevator in good section. Address Rudolph V. Shakes, Plymouth, Ind.

FINE ELEVATOR IN GRAIN BELT of Kansas for sale. Cheap if taken soon. Address, Belt, Box 2, Grain Dealers Journal, Chicago, Ill.

CENTRAL OHIO ELEVATOR for sale, good corn and oats country, coal trade. Sell cheap. Address, E. H. W., Box 1, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

EASTERN COLORADO, for sale, grain and coal business in good town in Arkansas Valley. Write for full particulars. Address, Arkansas, Box 3, Grain Dealers Journal, Chicago.

ELEVATORS FOR SALE:—A nice line to select from all the time. Let me know how much you wish to pay, and I think I can suit you. James M. Maguire, Campus, Ill.

A MONEY-MAKING OHIO ELEVATOR for sale. Big dividends; a good living on a small investment. Will trade. Address, Money-maker, Box 2, Grain Dealers Journal, Chicago.

WESTERN OHIO—Up-to-date elevator, 30,000 bus. capacity, large corn and oats territory, no competition. This is a good elevator at the right price. Address, Merc., Box 10, Grain Dealers Journal, Chicago, Ill.

KANSAS ELEVATOR AND COAL business for sale. Located at Zenith, Stafford Co., Kans. Doing a good business. Owner leaving State reason for selling. Address, J. H. Wolf, Macksville, Kans.

SOUTHERN MICHIGAN—For sale, 5,000 bu. elevator, feed mill, flour and coal business in small town; good farming section; 13 miles from Detroit on M. C. R. R. Good house and barn. Address Southern, Box 4, Grain Dealers Journal, Chicago.

NEW ELEVATOR IN BANNER Wheat Co. of Mo. Big flour business. Seed, feed, fuel, etc., as side lines. Elevator on Wabash R. R. Capacity 10,000 bus. Must close estate. Address, Estate, Box 2, Grain Dealers Journal, Chicago, Ill.

TWO GOOD ILLINOIS ELEVATORS for sale. One is new; in same town of Parnell, Ill., on main line of I. C. R. R. Good grain point and coal business. Capacity 50,000 bus. No competition. Six-cent rate to Chicago and St. Louis. Easy payments. E. P. Armstrong, Bloomington, Ill.

OKLAHOMA ELEVATOR FOR SALE—Cribbed structure, 25,000 capacity, modern equipment, located in Corn Belt, where crops never fail. Feed, coal and flour business in connection. Price \$7,000, \$1,000 cash, balance to suit purchaser. Do not write unless you mean business. Address, Oklahoma, Box 2, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

NORTHWESTERN OHIO ELEVATOR for sale. Located in good corn and oats territory, doing a nice business, best reasons for selling. Address, Bury, Box 3, Grain Dealers Journal, Chicago.

FOR SALE IN NORTHERN IOWA—A good cribbed elevator in good repair, a good station. Ill health reason for selling. Address, Myers, 306, Flour Exchange, Minneapolis, Minn.

MINNESOTA ELEVATOR FOR SALE—Modern, 14 bin cribbed construction, has engines, dump and hopper scales, cleaners, eight bin coal house, corn crib. For further information and price write E. J. Matteson, St. Peter, Minn.

FOR SALE—Elevator at Delta, Ohio, especially well equipped with cleaners, clippers and excellent steam plant. Coal business in connection. Town of 2,500 population. Plant should be seen to be appreciated. Address, Chas. G. Amendt, Monroe, Mich.

FOR SALE—Central Ohio elevator and coal yard, capacity 25,000 bus. small grain, 6,000 bus. ear corn and 300 tons of coal. Handles 100,000 bus. grain. Large retail business. Price \$8,500 cash. Good reason for selling. Address, Quick Sale, Box 12, Grain Dealers Journal, Chicago.

MUST SELL. SOUTHERN MINNESOTA, 25,000 bu. modern equipped elevator, feed mill, cleaner, car loader, 32 H.P. Fairbanks engine, 30x80 warehouse in connection. Good farming section. Price \$5,000. All in good condition. A bargain. Address, G. T. Harris, Hartland, Minn.

NORTHWESTERN OHIO—For sale 20,000 bus. capacity. Good flour, feed and coal business in connection. On my own ground, three fifths of an acre. Centrally located. In town of 1,300 population. Must be seen to be appreciated. Address, Long Box 2, Grain Dealers Journal, Chicago, Ill.

MAPLE PARK, ILL. For sale, elevator, feed and coal business, 55 miles west of Chicago, on main line Chicago Northwestern Ry., consisting of 25,000 bu. elevator on private ground 167 ft. x 150. Also good feed warehouse, two stories, 30x60. Also coal sheds with sufficient yards for lumber business. John W. Glidden, DeKalb, Ill.

15,000 BU. CENTRAL KANSAS elevator for sale, modern crib elevator, with gasoline engine, sheller, cleaner and scales. Station ships 300,000 bus. annually. One competitor. Crops equally divided between wheat and corn. Crop failures unknown. Best competition. This elevator is in better location of the two. Feed business in connection. It will pay you to investigate. Address, Cribbed, Box 1, Grain Dealers Journal, Chicago.

TWO CENTRAL ILLINOIS elevators for sale. Located on C. & A. and Vandallia Ry's., 25,000 and 20,000 bu. capacity. On a direct line to Chicago, St. Louis, Peoria, Decatur and Indianapolis. Both elevators doing 250,000 bus. business. Coal business in connection. Will give full information on any inquiry. Address Two Bargains, Box 8, Grain Dealers Journal, Chicago.

TERMINAL ELEVATOR AT COUNCIL Bluffs, Ia., for sale, 80,000 bushels capacity, will handle 30 cars per day, electric power, two 35 and one 40 H. P. motors. One cleaner, two track scales, up-to-date equipment and in A No. 1 condition. Sheet metal covered. Address Stidham Grain Co., Brandeis Bldg., Omaha, Nebr.

ELEVATORS FOR SALE.

MUST SELL NORTHEASTERN KANSAS 12,000-bu. elevator; gasoline power. Address, Dec., Box 12, Grain Dealers Journal, Chicago.

IOWA GRAIN ELEVATOR and 300 bbl. capacity Flouring Mill, \$15,000.00 takes this property, costing from 40 to \$50,000. Address Mill Box 4, Grain Dealers Journal, Chicago, Ill.

CENTRAL OKLAHOMA: For Sale—20,000 bu. capacity country elevator, good business, handle 100,000 bus. corn this season. Address, P. B. X. Box 3, Grain Dealers Journal, Chicago, Ill.

12,000 BU. KANSAS ELEVATOR for sale on the A. T. & S. F. and Frisco Ry. Never failed to have crops. Grain, coal, flour and feed. A bargain. Address, Frisco, Box 3, Grain Dealers Journal, Chicago.

OKLAHOMA GRAIN, HAY AND COAL business for sale for \$6,000.00. Modern elevator, steam power. Good business, splendid territory. Address P. H. J., Box 4, Grain Dealers Journal, Chicago.

KANSAS—TO EXCHANGE—40,000 bu. elevator, good location, good business. Will exchange for improved land or good stock of general merchandise if located right. Address, Exchange, Box 3, Grain Dealers Journal, Chicago.

16,000 BU. NORTH DAKOTA elevator for sale or trade for cheap Wisconsin or western land. On Soo Line; flour, feed and coal business in connection, also good dwelling included if desired. Address, Soo, Box 3, Grain Dealers Journal, Chicago.

GOOD N. E. WIS. ELEVATOR for sale, with feed mill and hay shed in village of 1,500 on C. & N. W. Ry. Capacity 12,000 bus. Good retail trade. Price reasonable. For further information address Peter Ankerson, R. No. 2, Suring, Wis.

MICHIGAN ELEVATOR, feed mill and potato storage, 27 miles north of Detroit, on Grand Trunk and D. U. R. Electric power. Buhr grinder. Doing fine business, can show nice profits, \$20,000 in retail feed, coal, seeds, etc. Poor health reason for selling. Write to R. A. Teeter, Washington, Mich.

SOUTHWESTERN KANSAS—Will lease or sell line of elevators, good competition. Best soft wheat, red oats territory in Kansas. Longest established line in the section. Good reasons for selling. Exceptional terms to right party. Address Line, Box 4, Grain Dealers Journal, Chicago.

FAMOUS RED RIVER VALLEY, N. D.—Three elevators situated in this fertile valley, capacities ranging from 20,000 to 30,000 bus. each. Handle from 125 to 175,000 bus. each per year. Coal business in connection, good farming district, no competition. Excellent proposition, prices right, will sell together or separately. Address Box 157, Crystal, No. Dak.

SOUTHWESTERN WISCONSIN. For Sale or will Trade for Land. First-class elevator property. Located on C. & N. W. Ry., consisting of modern 12,000 bu. capacity elevator equipped with dump scales, gasoline engine, feed mill, corn sheller, two feed storage warehouses and coal shed. Also good residence property in connection if desired, good condition. Grain, feed, flour, seeds and wool business in town of 500, good schools, good farming and dairying section, and good producing zinc mines close. No competition, a splendid point. Good reasons for selling. Address James Alton, Livingston, Wis.

ELEVATORS FOR SALE.

NORTHEAST KANSAS—Good elevator for sale, gasoline power, sheller, cleaner, grinder, hopper scale, doing good business, good competition. Address N. E., Box 4, Grain Dealers Journal, Chicago.

NORTHERN INDIANA—For sale, 8,000 bu. elevator, large flour, cement and coal business in good town of 1,000. Price \$6,000.00 if taken soon. Address Revluc, Box 4, Grain Dealers Journal, Chicago.

WE WANT YOUR ELEVATOR advertised in the "Elevators For Sale" columns of the Grain Dealers Journal, Chicago. We have sold elevators for others, let us serve you in a like manner. Send trial order today.

UP-TO-DATE CENTRAL INDIANA elevator for sale. Capacity 25,000 bus. Shipped 140,000 bus. since July 15th. Don't answer unless you can pay \$12,000.00. Address July, Box 4, Grain Dealers Journal, Chicago, Ill.

FIRST-CLASS ILLINOIS ELEVATORS for sale. Located on B. & O. S. W. Ry., in Gallitton Co., one of the best wheat and corn counties in the State. Four houses, will sell together or separate. Address B. & O., Box 4, Grain Dealers Journal, Chicago.

SOUTHEASTERN NEBRASKA — For sale, 15,000 bu. elevator, entirely new, built less than a year ago, also fine coal and livestock business. Best of reasons for selling. This proposition will bear the closest investigation. Address Proposition, Box 4, Grain Dealers Journal, Chicago.

GOOD MICHIGAN ELEVATOR for sale. Coal and feed business in connection. Located on Grand Trunk R. R. at New Hudson. Elevator capacity 5,000 bus., in excellent farming country. No competition. Handle from 15-20 cars coal per year, and a very good feed business. Good reason for selling. Price \$3,500. Address Michigan, Box 3, Grain Dealers Journal.

REPUBLIC CO., KANS.—A 10,000 bu. elevator, no competition. Equipped with all modern machinery including sheller, cleaner and automatic scale. Residence store building and acre of ground in connection. Will sell at a reasonable price. Crop failure unknown in this section. Good reason for selling. Address Republic, Box 4, Grain Dealers Journal, Chicago.

OHIO ELEVATOR MUST BE SOLD at once. Coal and tile business in connection. Located on Penn. R. R. and Western Ohio Electric. This is a money-maker, and will be sold at a bargain if sold at once. Will exchange for property or land of equal value. See this before buying; will give full description on application. Five room dwelling included. Health failing must sell at once. Address, Ville, Box 3, Grain Dealers Journal, Chicago.

TWO TERMINAL ELEVATORS located at Davenport, Iowa, heretofore operated by the D. Rothschild Grain Company. One has storage capacity of 150,000 bushels and cleaning capacity of 15 to 20,000 bushels per day; the other storage of 30,000 bushels and daily capacity of from 12 to 15,000 bushels per day. Also seven country elevators; two located Southwestern Minnesota; one, Northwestern Iowa; four Scott County, Iowa. All in first-class condition. For full description, terms, etc., address D. R. Lane, Trustee, Davenport, Iowa.

FOR SALE AT ONCE!

One hundred thousand dollars business annually. In a clean country town 38 miles West of Columbus, Ohio, on main line of P. C. C. & St. L. R. R. Elevator, coal and general retail business. Nearest competition 5 miles. Elevator just equipped with new 35 H. P. 2 cylinder gasoline engine. Buhr mill complete for general grinding. Machinery all new, in A. No 1 shape. This plant must be looked over to appreciate its value. Come and see as I will sell. Private track and ground. Worth the money. O. M. Clark, Owner, Cable, Ohio.

ELEVATORS WANTED.

ELEVATORS WANTED IN EXCHANGE for West Texas irrigable lands, shallow water. Address Jones, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED ELEVATORS in Iowa, Minn., or Dakotas for a piece of hardwood timber land, gently rolling in Central Minn., near Mille Lacs lake. Address M. B. McLaughlin, Austin, Minn.

WANTED TO BUY—Old elevators, factories, mills and other buildings of size for wrecking purpose. Write us what you have. La Crosse Wrecking & Lumber Co., La Crosse, Wis.

WANTED—TO BUY AN ELEVATOR in Western Ohio or Eastern Indiana, handling not less than 100,000 bus., with a retail coal business in connection. Address, 100, Box 2, Grain Dealers Journal, Chicago.

ELEVATORS WANTED FOR CASH—Must be cheap. Address A1, Box 3, Grain Dealers Journal, Chicago, Ill.

ON PENN. R. R. IN OHIO OR INDIANA—Elevator wanted handling from 150 to 200 cars of mostly corn and oats. No side lines except coal. Price must be right and good competition. Address Penn, Box 3, Grain Dealers Journal, Chicago.

BUSINESS OPPORTUNITIES.

FOR SALE—Half interest in elevator and coal business handling 150,000 to 175,000 bus. grain and about 1,500 tons of coal a year. Man buying interest would have charge of business. Address Half-Interest, Box 3, Grain Dealers Journal, Chicago, Ill.

WANTED—An experienced grain man with ability to take an interest in and assist in operating our grain business. We have an up-to-date elevator located here in Waco, with plenty of money to carry on the business. Will sell half interest for \$15,000.00 on easy terms if secured. Commence operating the elevator within the next 10 days. Brazos Mill & Elevator Co., Waco, Texas.

MILLS FOR SALE.

FOR SALE—Feed Mill and Coal Yard, good Ohio location. Troy Feed & Fuel Co., Troy, Ohio.

FOR SALE—75 bbl. mill and 8,000 bu. elevator in Northwestern Ohio. Located in good corn and wheat section; excellent market for clover seed. Good trade the year round. Poor health reason for selling. Box 39, Weston, Ohio.

TEXAS MILL AND ELEVATOR FOR SALE OR TRADE.

One fifty barrel capacity flour and grist mill and elevator building, completely equipped, and consisting of:

One 3½ story mill building 28x48 ft., with concrete foundation.

One 6 room bungalow residence.

Both of the above mentioned buildings are situated on six lots of 50x140 ft., each located in town of Knox City, in Knox Co., Texas.

Said mill is equipped with all of the machinery and equipment, engines, boilers, shake-feeds, elevators, fans, sifters, etc., necessary to its operation; a complete list of which will be furnished on application to the undersigned.

Under favorable wheather conditions this mill is located in one of the finest wheat producing sections of Texas, and under intelligent management should prove a good paying proposition. This mill was closed down owing to legal controversies which forced it into the hands of a receiver and resulted in the ownership by the undersigned.

We will be glad to sell at a very low price, or trade for good, well improved lands or city property. For further information address Wm. Cameron & Co., Incorporated, Waco, Texas.

HELP WANTED.

WANTED—Man capable of running grain elevator with gas engine. No office work. Must have experience with machinery and gas engine. Give reference. Address Lock Box No. 7, Groveport, Ohio.

WANTED—A competent draughtsman and cost estimator for grain elevator work. A permanent position for the right party. Must show references and give names of parties for whom work has been done and completed. Address Draughtsman, Box 4, Grain Dealers Journal, Chicago, Ill.

WANTED GRAIN SOLICITOR by Minneapolis Commission firm, to solicit business to the Minneapolis market. Party must have wide acquaintance, and good following, and someone who can show results. Good salary to right party. In your application state experience, whether present employed and about how much business you can control. Also state territory in which you could get best results. Address Com., Box 4, Grain Dealers Journal, Chicago, Ill.

SITUATIONS WANTED.

POSITION WANTED AS MANAGER of an elevator. Experience and A1 references. Address, Box 531, Hobart, Okla.

WANTED—Position as grain buyer or elevator manager. Six years experience. Position within 150 miles of Sioux City preferred. Address C. W. Boyer, Arthur, Ia.

SITUATION WANTED as manager of an elevator, have had experience. Can give reference as to ability and character. Address Delbert Cramer, Blairstown, Iowa.

POSITION WANTED AS FOREMAN in elevator or mixing house. Eight years experience. Present contract soon out. Address Competent, Box 4, Grain Dealers Journal, Chicago, Ill.

MARRIED MAN with sixteen years experience in grain business desires position as foreman or manager of elevator. References given. Address Lock Box No. 236, Jackson Center, Ohio.

SITUATION WANTED as manager of country elevator in good grain country by young man, single. Want salary and commission. Best of references. One years experience. Address Box 233, Long Island, Kans., and state proposition.

WANTED—A POSITION as grain buyer at country station. Eleven years' experience in handling all kinds of grain and seeds. Can operate a steam or gasoline plant. Address W. H., Box 4, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as traveling solicitor or manager of good elevator co. Experienced. Ask for interview. Address, Solicitor, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED POSITION AS GRAIN BUYER, by a man, who has seven years experience in the grain and coal business. Am capable and can furnish good reference. Address, Capable, Box 3, Grain Dealers Journal, Chicago, Ill.

EXPERIENCED ELEVATOR MANAGER wants position as manager of one or more elevators. Buying, selling, office and elevator experience, railroad and mercantile training, age 33, married. Clean record and convincing references. Address, Mgr., Box 2, Grain Dealers Journal, Chicago.

ELEVATOR BROKERS.

JOHN A. RICE, FRANKFORT, IND., exclusive elevator broker every day. Charge seller 2%—Reliable work.

WANTED TO HEAR FROM OWNER, who has good elevator for sale. Send description and price. Northwestern Business Agency, Minneapolis, Minn.

The GRAIN DEALERS JOURNAL.

MACHINES FOR SALE.

FOR SALE—One brand new 14-18 Ann Arbor Hay Press at sacrifice. T. W. Babcock, Marengo, Ohio.

ONE NO. 321 EUREKA SPECIAL Oats Clipper complete with carrier, spout, sieve; in good condition, capacity 400 bus. Improve your weather-beaten oats by clipping, which will cost about 1c per bu. for shrinkage and clipping, and add four cents per bushel to the value of them. A clipper will pay for itself in a very short time. This is your opportunity. Address P. O. Box No. 254, Celina, Ohio.

COMPLETE MILL OUTFIT FOR SALE

at forty cents on the dollar.

Equipment includes:
6 stands of rolls, 1 corn meal mill,
Dryer and dust collector,
Scouring and cleaning machinery,
125 H. P. Corliss Steam engine and
boiler,
1 Wagon dump scale, 2 platform scales.
All machinery in fair condition. Will sell
part or entire equipment. Write for further
particulars to Brownfield & Teare, Craig,
Mo.

SACRIFICE SALE NOW ON. ALL MAKES AND SIZES OF ATTRITION MILLS.

18" and 24" Robinson \$100 and \$125
26" and 24" Unique \$110 and \$125
16" and 18" Monarch \$90 and \$100
20" and 24" Monarch \$110 and \$125
26" Foos and Monarch \$150 each
36" Foos and others \$205
18" Munson Single Head \$75
18" Halstead & 22" American \$100 and \$120
All the above mills completely remodeled,
and reconstructed. Guaranteed to be in
as near a new condition as second-hand
machines can be made. Also full line of
Roller Mills, Separators, Reels, Roller Feed
Mills, Shellers, Buhr Mills, Corn Crushers
and crackers. Write us for catalog today.
Give us a chance on all your requirements,
new or second-hand.

SPROUT, WALDRON & COMPANY,
No. 402 B, Monadnock Block, Chicago, Ill.

FLOUR MILL, FEED MILL AND ELEVATOR MACHINERY AND SUPPLIES.

The largest Stock of Overhauled and
reconstructed Machinery in the World.
Roller Feed Mills:—9x18 Barnard & Leas,
9x18 Dawson, 9x24 "Noye," 9x24 Acme, 9x24
Nordyke & Marmon, 9x30 Wolf, all three
pair high; one No. 1 Willford three roll
high, and many others listed in our Bar-
gain Book.

Write for one—Mailed on request.
Corn and Cob Crushers:—No. 1 Rich-
mond, No. 14 Economy, No. 5 and No. 6
Excel, Foos Scientific Mills, No. 2 "Tri-
umph," one "Horton," one No. 2 Acme, one
No. 7 Sullivan, etc.

Corn Shellers:—No. 0 and one No. 1 Victor
corn shellers cleaners combined, one
No. 2, one No. 2½ and one No. 4 Western
Warehouse Cornshellers, one No. 2 and one
No. 2½ Western Rolling Screen Corn
Cleaners, one No. 1 Barnard's Improved
Double Screen Corn Cleaner, one No. 1,
one No. 2 and one No. 4 Victor Corn Shell-
ers.

Attrition Feed Grinding Mills:—24 inch
("Robinson," 16, 20 and 24-inch "Monarch");
24 inch "Modern Special"; 30 inch "Ameri-
can"; 16, 19 and 24 inch Foos; 24 inch
"Unique," 16 inch and 18 inch American
Special.

Single Roller Mills:—9x24 "Noye"; 9x18
"Odell"; 9x12 "Case"; 12x24 "Stevens"; 10
x24 and 12x24 "Downtown."

Double Roller Mills:—All Sizes and
Makes.

Separators, Oat Clippers, Scourers, Dust
Collectors, and Everything for Flour Mills,
Feed Mills and Elevators.

Elevator Belts with Buckets Attached,
at Extremely Low Prices—in either Cotton,
Rubber or Canvas—Stitched Belt with
"Salem" Steel Grain or Steel Corn Buckets
Attached.

Write for "Gump's Bargain" Book, giving
complete list of all Machinery, Belting,
Pulleys, Shafting, Elevator Belting, Buck-
ets, etc., with Net Prices. Mailed Free on
Request.

Est. 1872. Inc. 1901.
B. F. GUMP CO.

431-437 So. Clinton St.,
Chicago, Illinois.

MACHINES FOR SALE.

FOR SALE—One Carey Safe, \$25; one Bowsher A8 Feed Mill, \$25; one Franklin Typewriter, \$30. All in good condition. W. W. Pearson, Upland, Ind.

I HAVE JUST THE MACHINE you are
looking for. I have installed one of larger
capacity or power, and have no further use
for old one. It is in fine condition, and I
will sell for an extremely low price. I am
one of the 6,000 readers reading the "Ma-
chines Wanted" columns of the Grain
Dealers Journal, Chicago.

FOR SALE—We have just two hopper
scales left at \$35.00 each; two boot tanks,
\$20.00 each; one 5-H.P. steam engine,
\$40.00; 800 elevator buckets practically new,
6x16 and 6x18—12c each; 10 belt tighteners,
\$5.00 each; one No. 4 and one No. 8 Buf-
falo fan, \$15 and \$25 each; one 90-H.P.
boiler, \$100. All in very good condition and
snaps at the prices. La Crosse Wrecking
& Lumber Co., La Crosse, Wis.

MACHINERY FOR SALE

One 26x54x60-1,200 H.P., 72 rev., 125 lbs.,
steam pressure heavy duty right hand
Allis-Chalmers tandem compound engine,
fly wheel 24 ft.
One—Sheave 16 ft. in diameter, 14" bore,
split sheave 21 grooves, for 1¾" rope.
Weight about 12 ton.
One—Split Sheave 11 ft. in diameter, 14"
bore, 14 grooves, for 1¾" rope.
One—80" diameter sheave, 5¾" bore, 8
grooves, for 1¾" rope.
Four—56" diameter sheaves:
One 5¾" bore, 10 grooves, 1¾" rope,
one 4¾" bore, 9 grooves
one 3¾" bore, 3 grooves,
one 4¾" bore, 3 grooves.
One—Horizontal Tension Carriage with ad-
justable frame sheave, 48" diameter.
Two—No. 3½, Sirocco Fans, outlet 14"x14".
One—No. 31 Sturtevant Fan, outlet 14"x14".
One—15x42, 125 H.P., 92 rev., 90 lbs. steam
pressure, girder frame Harris-Corliss
Engine, 13 ft. band wheel, 16" face.
One—16x8x12 Fairbanks-Morse underwrit-
ers fire pump.
One—12x7x12 Burnham Boiler feed pump,
200 gals. per minute.
One—7½x4½x10 Dean Bros. duplex pump,
175 gals. per minute.
One—7x4½x10 Knowles pump, 75 gals. per
minute.
One—6x4½x24 double acting Burnham deep
well pump, 138 gal. per minute.
One—16x30x18 vertical Dean Bros. air pump
and jet condenser good for 1500 H.P. en-
gine.
Three—72x18 H. R. T. Boilers, 125 lbs., in-
surance, 150 H.P.
One—400 Atlas water tube boiler 125 lbs.,
insurance with Murphy automatic stoker.
One—Westinghouse air compressor, 15 cu.
ft. displacement free air per min.
One 4x25 ft. iron stack.
One 12x5 ft. feed water heater, Mertess &
Miller, 500 H.P.
All in good condition.

**BERGER-CRITTENDEN MILLING
COMPANY.**
Milwaukee, Wis.

MACHINES WANTED.

HESS DRYER WANTED—2,500 bu. ca-
pacity, state how long in use, and best
price. Address Dryer, Box 4, Grain Dealers
Journal, Chicago.

SEED TREATING AND CLEANING
machine wanted. Machine to float seed
thru formaldehyde, and to also dry seed
after treatment. Name of manufacturer
wanted. Address John Mulhall, Sioux City,
Iowa.

BUILDING MATERIAL.

BARGAINS IN ALL KINDS of new and
used Lumber, Doors, Windows, Ready
Roofing, etc. Timbers, \$8 per 1,000 ft., and
up. Sheetings, \$8 per 1,000 ft., and up.
Doors, 25c and up. Ruel Lumber Co., 7337
Stony Island Ave., Chicago.

GASOLINE ENGINES.

FINE 25 H.P. COLUMBUS-BROWN gas-
oline engine in first-class condition and
fully equipped, \$285.00. Badger Motor Co.,
Milwaukee, Wis.

ANY KIND, ANY SIZE, ANY PRICE,
string of elevators or elevator, by former
advertised in the "Gasoline Engines" col-
umns of the Grain Dealers Journal, Chi-
cago, finds many ready buyers. Try it.

FOR SALE.

1—25 H. P. Lambert Gasoline Engine
Complete.

1—25 H. P. St. Marys Gasoline Engine
complete.

Would sell either of these engines at
\$100.00 F. O. B. Cars. They are both in
fair running order and in daily use. Reason
for selling will replace them with elec-
tricity. Goodrich Bros. H. & G. Co., Win-
chester, Ind.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.

25 H. P. Columbus.

25 H. P. Fairbanks-Morse.

22 H. P. Fairbanks-Morse.

15 H. P. Fairbanks-Morse.

12 H. P. Fairbanks-Morse.

6 H. P. Fairbanks-Morse.

4 H. P. Fairbanks-Morse.

Also fifty engines of varied sizes and all
makes. Address A. H. McDonald, 547 W.
Monroe St., Chicago, Ill.

SCALES FOR SALE.

ONE BUFFALO, 100 BU. HOPPER scale.
One Howe 8x22, 6 ton Wagon Scale. Ad-
dress, A. H. Richner, Crawfordsville, Ind.

SCALES of all kinds repaired, rebuilt,
tested and sealed. Elevator and mill scales
our specialty. All work guaranteed. Ad-
dress Young Bros., 1 Bridge St., Toledo, O.

SECOND-HAND SCALES OF ANY
make, size or price find many ready buyers
if full description is given in an ad-
vertisement inserted in the "Scales For Sale"
columns of the Grain Dealers Journal, Chi-
cago.

DYNAMOS—MOTORS.

ELECTRIC LIGHT PLANT—25 H. P.
Fairbanks-M. kerosene engine, 250 light
D. dynamo; switchboard complete; two-
ply leather belt; first-class condition. J. &
J. Leas, West Manchester, Ohio.

OFFICE SUPPLIES.

REMINGTON VISIBLE TYPEWRITER,
brand new, for sale cheap. Does excellent
writing. Could send on trial. Miss Bertha
G. Merdis, Route 5, Rosedale, Kans.

SECOND-HAND BAGS AND BURLAP.

WANTED:—**BURLAP BAGS**, all sizes of
heavy bags for grain. Send samples and
prices to The Raymond P. Lipe Co., To-
ledo, Ohio.

BURLAP BAGS AND BURLAPS, new or
used, plain or branded, of every kind.
Grain Bags, Sample Bags, etc. Best prices
paid for second-hand bags. Wm. Ross &
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FERRETS.

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Lieffmann's, Hamburg, rep. I. L. Radwaner, field seeds.
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The Toledo Field Seed Co., clover, timothy.

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Steele, Briggs Seeds Co., Ltd., field seeds.

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PRICES WANTED on all grain and grain commodities. Please quote lowest prices delivered Waco, or Waco freight. Brazos Mill & Elevator Co., Waco, Texas.

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MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

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WE HAVE 300 BUSHELS of wilt resistant Flax Seed for sale. Write for samples and prices. Sanborn Farmers Elevator Co., Sanborn, N. Dak.

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WANTED—100 Cars Oat Straw. C. T. Hamilton, New Castle, Pa.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong, Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

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KAFFIR CORN—We are contracting sales on new crop now. Get our prices. F. G. Olson, Mgr. Grain Dept., O. W. Cox, Woodward, Okla.

We have a choice lot of Pure Bred Reids Yellow Dent, Silvermine, Leaming and Johnson County White Dent Seed Corn, grown on our own farm. Can furnish in large or small lots. Write us for price.
McGREER BROS.
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WHOLESALE PRICE LIST
Field and Grass Seed
Issued Weekly
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They bring quick results.

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SEEDS FOR SALE.

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I have some very fine seed this season of my improved yellow dent, also white dent to offer either wholesale or retail. Guaranteed 95% germination. If interested, address

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Wholesale Seedsmen

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Dakota Grown and the best kinds known for the Northern territory. Write for our special offer to Grain Dealers.

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Northern Grown

SEEDS

We offer all kinds of grass and field seeds in car load lots or less. Write for samples and prices on the items in which you are interested.

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Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

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SUNFLOWER SEED

Beans, Mustard, Hempseed, Etc.

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HAYES SEED HOUSE

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Seed Corn, Kaffir, Cane, Milo Maize, Millet, Alfalfa, Clover, Timothy, Grass Seed.

Largest Dealers in Pop Corn.

CORRESPONDENCE SOLICITED

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PURE BREED SEED CORN

Reid's, Leaming, Boone County White cared for in the best manner known at present. Seed with quality; seed that will grow. Seed that brings the yield. You can't beat it for price and quality. Get our catalogue and you will want to order at once and be sure of getting seed that will please you.

E. G. LEWIS, Media, Ill.



Timothy—Red Clover—Alsike—
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SEEDS FOR SALE.

SEEDS FOR SALE:—Recleaned red clover, timothy and red top seeds. Low prices. Write for samples and prices. J. M. Schultz, Teutopolis, Ill.

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Suitable for Northern States, also late kinds and ensilage corn, oats barley, millet, Hungarian, alfalfa, timothy, soy beans, cow peas, broom corn. Prices on application. MIAMI VALLEY SEED CO., New Carlisle, O.

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Ask for Prices. Mail Samples for Bids.

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STANDARD DRY-LAND GRAIN and field seeds for sale in car-lots or less. Hunt Grain Co., Colorado Springs, Colo.

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Alsyke, Timothy, Mixed
Alsyke and Timothy, Etc.

Send Samples stating quantity.
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ALFALFA SEED grown in Utah and Idaho. Highest grades. Also Red Clover and Timothy seed. Write us. C. A. Smurthwaite Grain & Milling Co., Salt Lake City, Utah.

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Ida County Yellow Dent Seed Corn, Reg. White Bonanza, National, Emperor William Oats, Oderbrucker Barley car lots or less. Samples free. Al. Joslin, Holstein, Ia.

SEED CORN—B. Co. White, J. Co. White, B. Y. Dent, Leaming. Crated \$2.50. Shelled \$2. Stored and dried in modern seed house and thoroughly tested. Shipped on approval. Regenerated Swedish Select Oats. Catalog free. Oaklawn Seed Farm, Chatham, Ill.

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Clover and Timothy Seed

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Choice Wisconsin grown Clover Seed

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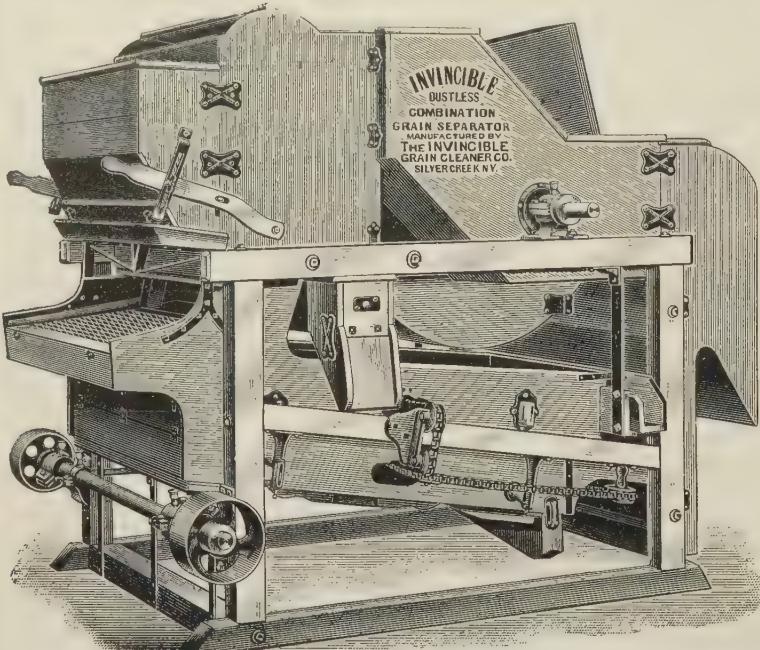
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Do Not Overlook It—It Is Designed For Your Use and Will Give You Perfect Satisfaction



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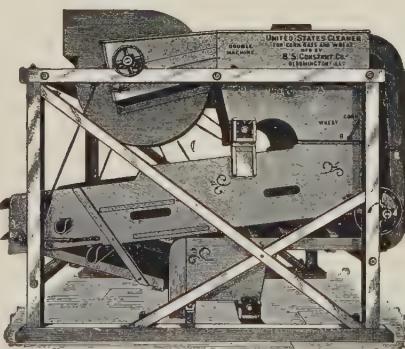
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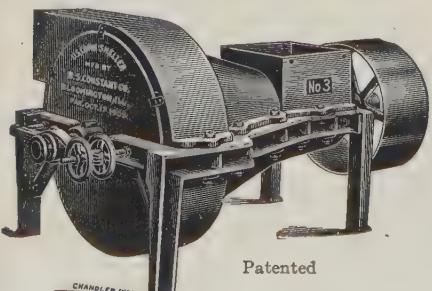
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**On U. S. Corn Sheller and
On U. S. Grain Cleaner and
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giving full descriptions and information

which will be of great value to you now and later.

Yours for a lucky 1913.



B. S. Constant Co., BLOOMINGTON, ILLINOIS

HESS (Grain Dryers
All Sizes—For All Purposes.
BROWN -DUVEL
Improved Moisture Testers

High steel stands with shelves; Copper flasks; Brass tubes; Burns gas, gasoline, alcohol or electricity.

These protect the grain man against incorrect judgment in buying; against deterioration of grain in storage. They enable him to improve his grain and to tell with absolute certainty that it will make the grade he wishes.

They are his best INSURANCE against loss, and they win profits not obtainable otherwise. Hundreds of dealers equipped themselves in 1912. What are your needs for 1913?

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A new Moisture Tester booklet, with latest and complete instructions for testing all kinds of grain, is just from the press. Every grain dealer should have one. Ask us for it.

GRAIN DEALERS JOURNAL

Published on the

10th and 25th of Each Month

by the

Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.

CHARLES S. CLARK, Manager

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THE ADVERTISING

value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal. Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY
OF CIRCULATION HAVE BEEN
AWARDED THE GRAIN DEALERS
JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY

CHICAGO, ILL., FEBRUARY 25, 1913

THE PRESENT CONGRESS will expire next week, and the country will have a rest of almost a month before the new Congress convenes.

SEED DEALERS should bear in mind that the new Federal Seed Law, applying to importation of adulterated seeds, went into effect yesterday. The law was published in the Journal for Sept. 25th, 1912, page 457. Particulars in regard to its enforcement can be found on page 215 of the Journal for Feb. 10th.

SHIPPERS to Cuba have discovered that some liberal buyers in Havana strive first to flood the market with grain and grain products and then refuse to accept the shipments, expecting them to be thrown onto the market at a lower price. The sooner such sharks are shown up the sooner will the trade be forewarned against them.

SHIPPERS who have inadvertently or intentionally misdescribed an interstate shipment need to look out, as an Albany, N. Y. shipper was fined \$5,000 recently for misdescribing a shipment, with the result that he obtained a freight rate 6c lower than he was entitled to. The misdescription netted him 8lc in freight charges, but the court assessed him \$5,000.

THE GREAT improvement being made in country roads, the result of the different educational influences at work, must necessarily reduce the cost of getting farm products to market to a lower figure than has ever been known before.

LIBERAL contributions to funds for the improvement of roads leading to the elevator will always be found a profitable investment, as many farmers will then draw grain to the elevator when the roads to other markets are impassable. The better the road leading to the elevator, the more certain is the dealer to receive grain every day of the year.

THE MINNESOTA Legislative Investigating Committee is spending a lot of the state's money in getting educated to the wiles of the agitator and the honesty of the members of the Chamber of Commerce. If the committee is permitted by its brow-beating attorney to report the facts as it finds them, the agitation will be set at rest for a long time to come.

THE COUNTRY buyer who nervously pushes the poise of his scale beam to the other end as soon as he determines to his own satisfaction the weight of the farmer's load, by so doing arouses the suspicion of the farmer. It is much better to let the poise rest as soon as the balance has been obtained. Give the farmer a chance to read the weight if he so desires.

INTERSTATE SHIPMENTS of grain, according to a decision of the U. S. Supreme Court rendered yesterday cannot be taxed merely because the owner is a resident of the taxing state. However, if shipments are in store on taxing day, even tho the grain be intended for shipping out of the state, the court holds that it has come to rest and is taxable by the state.

FREIGHT CLAIM agents would much more readily recognize shippers weights, if sworn certificates showing how the weights were obtained, were filed with the claim. It would be even better for the shipper if such a certificate were filed with the station agent at point of shipment when B. L. was issued. Then claim agent could not suspect that the certificate was made up purposely to support the claims of loss by the shipper.

THE IMPRESSION is gaining with the grain shippers of the land that cars would always be more plentiful if the demurrage charge were increased to \$3 or \$4 a day. While increasing the demurrage charge would no doubt force country merchants to unload cars more promptly, still the grain trade should not stand for any further increase in the demurrage charge, unless it is also made reciprocal and the carrier taxed with the necessity of transporting loaded cars promptly, as well as supplying empties promptly; when assured that the freight is ready for loading in carload lots.

KEEPING SAMPLES of each grade of wheat as classified in the terminal market in the elevator office for the inspection of farmers and the guidance of buyers is a practice that has long been followed by careful dealers in some of the older states, and now some Kansas dealers are exhibiting type samples of the different grades of wheat of the Kansas City Board of Trade Inspection Dept. thus protecting themselves against overgrading and appeasing growers of low grade wheat.

IMAGINATIS, a new disease introduced into the grain trade by Sec'y. Smiley of the Kansas Ass'n., is now making sad havoc of the surplus capital of a number of grain dealers at country stations where buyers have lost all regard for prices prevailing in central markets. The disease has proved fatal in a number of cases, and those dealers who desire to continue in the business peacefully and successfully should fortify themselves against it by getting vaccinated with the local ass'n's toleration virus.

MARKET QUOTATIONS which do not report the actual sales must surely be misleading to dealers, who are not posted as to how the quotations are obtained. It seems that the price committee of the Kansas City Board of Trade has been compiling for the newspapers quotation reports which in reality reflect the nominal values of the different grades of wheat in that market. The practice may be the proper one, but country elevator men who are buying on the basis of the quotations given out should be posted as to the real prices prevailing, else they may be led into paying more for grain than they can get for it.

A BURO OF MARKETS will be added to the Dept. of Agri. June 30, 1914, if Senate bill No. 5294 becomes a law. The purpose of the buro will be to place the farmer in direct communication with the consumer. The bill has been passed by the Senate and has also received the approval of the House Com'ite on Agri. The buro might facilitate the marketing of farm produce, but when it comes to grain or live stock the buro can be of little help, as the farmers are not prepared to deal direct with consumers at distant points, and if they do attempt to do so the losses and the cost of transacting the business would greatly exceed the small cost of handling now paid middlemen. The cost of transportation, which is the principal item of difference between the price to the consumer and the price to the producer, would no doubt be increased, owing to the producer's inexperience in transportation matters. The buro may provide a number of sinecures for hungry politicians, but it cannot reduce the cost of living to anyone. It would simply be an expensive barnacle upon the people it is supposed to serve.

The GRAIN DEALERS JOURNAL.

UNIFORM RULES are not the only thing necessary to uniform grading. Were the inspectors at every grading center eager to uphold uniform rules, they could not be expected to grade all line grade grain the same, even tho they tried as conscientiously as they could. The supervising inspector who travels about among the different inspection departments, looks over the work of the different graders and instructs them how to grade uniformly with other markets will be necessary to uniformity in grading, if it is ever attained.

GRAIN BUYERS who permit themselves to be haggled into paying more for grain than they feel they can afford, have themselves to blame. The age of barter is past. Quick sales at a stated figure and upon a reasonable margin is the present day aim of every successful merchant, and the more successful ones stand by their aim. The grain merchant who neglects to post his prices in plain figures encourages farmers to tell him all kinds of fairy tales in an effort to induce him to raise his bid. The minute they induce him to raise his own bid once, forever afterwards they will be convinced that he is an Easy Mark and can be induced to pay more for grain than it is worth.

BARRELS of salt water in the elevator of the St. John Grain Co. at Ledyard, Ia., recently, enabled the agent and neighbors to save the plant from burning with a loss of about \$100. If every elevator owner would see that three or four iron receptacles of at least fifty gallons capacity were placed at accessible points about the plant and filled with a solution of calcium chloride, a non-freezable fire-fighting equipment would be ever ready. The fire at Ledyard was caused by a defective chimney which permitted fire to be communicated to the ceiling of the office. The roof of office was burned off, but the plant was saved, because the salt water was ready.

GRAIN ELEVATOR owners everywhere will be interested in the argument of the Kansas Labor Commissioner on the necessity of fire escapes on small elevators, which is published in our report of the Kansas Convention elsewhere in this number. The Commissioner's plea for human safety will meet with prompt response from many elevator owners, notwithstanding the fact that few, if any, men have lost their lives in the cupolas of country elevators. Years ago it was the practice to nail a ladder leading from the window above bins part way down the outside of elevator, so that with a short ladder anyone could easily get out of the elevator without going down inside. The problem is one which must soon be presented to grain elevator men everywhere, as the official inspectors enjoy making their authority felt in unexpected quarters.

DELAYS in reinspection of grain should be at the risk and cost of the man causing the delay. It is unreasonable and unfair to expect or require shippers to guarantee the grading of their grain until car has reached unloading track or elevator. If the buyer is not willing to accept the grain on its first grading or reinspect it within 24 hours then he should have no recourse. The shipper is generally many miles away, while the buyer is on the ground. Grain often changes in condition in the course of a week when enclosed in a hot box car, and it is unfair for buyers to ask shippers to guarantee the quality of their grain until shipper gets ready to unload car. The buyers of most markets are perfectly satisfied with 24 hours in which to reinspect their purchases, and it is not to be wondered that the Kansas shippers continue to protest against this practice, still in vogue at Kansas City.

THE CANADIAN PACIFIC R. R. is credited with intending to build large storage elevators at important points about every 200 miles along its line, for the purpose of releasing the cars promptly during the rush of grain to market, and quickly returning them to country points to relieve the congestion in the country elevators. It is thought that this will give the railroad freedom to select its own time for transporting the grain to the terminal market. The plan, however, does not seem to be practicable. Loading and unloading grain is expensive and wasteful. If the railroad company is anxious to relieve the congestion, then it should build medium sized elevators at many stations, or induce those to whom it grants sites to erect larger elevators. Then its grain cars will not be delayed uselessly in loading and unloading, but when once loaded they will be hauled direct to Ft. William, with less waste of grain and less waste of time.

GRAIN SHIPPERS who do not have their scales tested and placed in perfect working order frequently have no reliable knowledge of what their shipments weigh, hence are not in a position to swear to the accuracy of their weights in filing a claim for loss in transit, neither are they justified in charging anyone with stealing their grain. The scale is the most important piece of machinery about the grain elevator, and any defective work on its part is likely to cause a greater loss to the owner than the wrecking of any other machine in the plant. The reports of the different ass'n scale inspectors and the discussions at recent grain dealers' conventions show very clearly the need of frequent inspection. It is decidedly encouraging to note that the grain dealers of many sections have come to recognize the necessity not only of accurate weights, but of positive knowledge of scale's reliability. Many grain dealers have been forced into bankruptcy by their defective weighing facilities and doubtless others will follow.

THE ARBITRATION Committee of the Kansas Ass'n in its annual report gave a most excellent suggestion in regard to telephone contracts, which merits not only consideration but adoption by grain dealers everywhere. The committee has been called to pass upon so many cases involving telephone contracts, supported solely by verbal evidence, which was contradictory, that it recommended that dealers making sales or purchases of grain by telephone should keep an accurate record of every important point bearing on the contract, and that in order to avoid omitting or forgetting some of the essentials to a complete contract, that blank form record cards be kept beside the telephone, so as to assist each dealer in getting and recording exact statements of all essential facts bearing on each contract.

LOANS to country elevator men by central market receivers have led many into wild speculation and forced heavy losses on the receivers as well as themselves. Some elevator men long since recognized the disadvantage of placing themselves under obligations to the receiver, and have made arrangements with their home bank for financial accommodation, when necessary. This has left them free to ship their grain wherever and to whomsoever they desire. While borrowing from receivers may work no injury to some firms, many others will be led into taking chances they would not think of taking were not money and credit so easily obtained. Fortunately for the grain trade, the practice has been confined to the spring wheat states, but there it has worked enough injury to warrant its discontinuance.

NOTWITHSTANDING the daily presentation of convincing evidence of the inefficiency, extravagance and worthlessness of service by the state, the incapable bucolics of the land continue to turn to the state for the remedy of every trouble trade is heir to. The grain dealers of sections cursed with political grain inspection and political weighing have been given daily evidence of the incapacity of the average office seeker. Efforts have been made to surround these offices with the guarding influence of civil service, but without apparent improvement. The Indiana state house is now so hounded by a hungry horde that the appointments to many offices are said to be only for 30 days, when a new gang of faithful servants seeking only a month's wages comes forth to serve a down-trodden people. As has been said millions of times, the proper province of government is to rule, to control, not to serve, and it has been pointed out by politicians and students of economics that it always costs two to five times more to perform any service by the state than by private effort. Those who persist in recommending state service for the improvement of grain grading, scale inspection, workmen's insurance, operation of telegraph or telephone, the auditing of accounts, the manufacture of wood alcohol or any other service, are leading the way to a still greater increase in the cost of living. The public must pay the bill.

BUYING GRAIN ON GRADE.

The time is approaching when grain buyers everywhere must buy coarse grain, as well as wheat, on grade. As is pointed out by Sec'y Riddle in "Letters," this number, the reform is of slow growth, altho everyone readily recognizes its great value to the country grain dealer, who long has stood in the way of this much needed advance. Workers for improved grain and crop conditions have recognized the unwillingness of the average country grain dealer to buy by the same grades by which he must sell as the principal influence working against the general adoption by farmers everywhere of advanced agricultural methods.

However, the Ohio promoters of improved agriculture are the first to make a systematic attack on the grain buyers practice. They have undertaken to educate the growers of good grain who market it in prime condition, that they are entitled to more for the grain than is the slip-shod farmer who gives little attention to either the production or the marketing of good grain.

Fear of the competitor who does not voluntarily show a willingness to buy on grade has been the principal influence which has kept the progressive dealers from adopting the grade system of buying long ago, but now that the agricultural workers have commenced to educate the farmer to the fact that he is entitled to more money for good grain properly prepared for market, it will prompt the progressive farmers to expect and demand prices to which good grain entitles them. This will necessitate every buyer schooling himself in the grades of his terminal market, and when the practice of buying by grade becomes common, the scooper will be out of business, because he will have no facilities for either classifying or mixing, and must buy of one grade only, or keep a number of cars standing idle.

REDUCED WHEAT CLAIMS 50%.

The Santa Fe R. R. is generally recognized as the leader among the grain carrying railroads in adopting improved facilities for reducing the losses of grain from its cars in transit. It has advised shippers to refuse cars which are unfit for loading grain and has provided burlap for clothing cars so they may carry their loads to destination without a leak. It was to be expected that this earnest work on the part of traffic officials would bring about a reduction of the claims presented to it for losses, but an easy reduction of one-half was not expected. Its freight claim auditor, at the recent Kansas meeting, informed the shippers that the wheat claims for the last fiscal year showed a reduction of almost 50%. This should encourage other railroads to adopt similar methods of checking this loss.

The Santa Fe is not satisfied even with this great saving and is going farther, in hope of making still greater improvements in shipping facilities and a further reduction of the losses in transit. It has inaugurated the rigid inspection of grain shipments from loading point to destination, and a special report blank is now forwarded with each car, so that defects or leaks may be detected and reported, to the end that they may be prevented in future shipments.

The railroad is making such an earnest effort to discover every cause leading to these losses and to reduce them to the minimum, that the shippers along its lines are more vigilant than ever and gladly co-operate with the traffic officials, with the natural result that better shipping conditions are obtained upon the Santa Fe than upon any other line. Those who read our "Leaking in Transit" reports each number will look back several volumes before they will find one Santa Fe car reported leaking.

What the Santa Fe has accomplished in the way of reducing losses in shipments, other roads can do. Its success is not due to the fact that it transports principally coarse grain, because a large percentage of its shipments are wheat. The success of the Santa Fe should at least inspire some of the roads now running innumerable worn out cars to awake and increase their earnings by improving their equipment.

THE ATTACK of the government on the Call Rule of the Chicago Board of Trade cannot be prompted by an honest desire to promote fairness. It would seem to be the result of someone's narrow prejudice, combined with the desire to agitate the galleries. If any dealer is unwilling to bid at the call on the Board as much as he is willing to bid shippers their track, it is his privilege to do so by withdrawing from membership in the Board. Then he will be permitted to bid whatever he desires and wherever he wants, without any demand upon the part of the Board that he first make such a bid at the call. The time was not very long ago when some track buyers persisted in bidding more for grain at country points than they would pay upon the Board of Trade. Whether they made up the difference in their bids by heavy discounts on the off-grades does not matter —their practice diverting trade from the market, working a detriment to the Board, hence such action was forbidden. The courts have frequently decided that if grain dealers are averse to living up to the rules and regulations of the exchange, their only recourse lies in withdrawal. The taking of membership is purely voluntary and the regulations of the exchanges are for the promotion of fair dealing.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, Chicago, for free publication, the initials, number, place, date and condition of cars seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

Southern 24232 passed thru Austinville, Ia., Feb. 22, leaking yellow corn thru sheathing on side over trucks.—H. Austin, Est., per W. G. Austin.

C., O. & G. 63099 passed thru Haviland, O., Feb. 21, leaking yellow corn at both ends of car over draw bar; car apparently shipped from McGill, O.—Haviland Grain & Hay Co.

I. C. 13892, loaded with oats, passed thru Charles City, Ia., Feb. 20, with one door open wide enough to admit a man.—A. J. Rowland, W. P. Anderson & Co.

C., B. & Q. 30618 passed thru Spring Ranch, Neb., Feb. 20, leaking wheat at one side where board had been placed to cover poor siding; also leaking slightly at door. No chance to repair.—A. R. Hicks, mgr. Van Wickle Grain & Lbr. Co.

Wabash 72477 passed thru Jewell, O., Feb. 20, leaking yellow corn badly. No chance to repair leak.—Jewell Grain Co.

Hocking Valley 30445 passed thru Marietta, Ia., Feb. 19, leaking shelled corn badly.—Green Lbr. & Grain Co.

W. & L. E. 21165, loaded with white corn, arrived at Bement, Ill., Feb. 19, leaking badly on account of broken door post. Set out here for repairs.—W. B. Fleming, mgr. Bement Grain Co.

Omaha 9084, loaded with barley, reached Frost, Minn., Feb. 19, with right door open and seal broken. Door closed at that point.—Harry Millbye, agt., Western Elvtr. Co.

Wab. 60904 passed thru Colburn, Ind., in train 74, Feb. 18, leaking white oats over drawbar and under end of flooring over truck; one side door also wide open. No chance to repair.—W. F. Noble, foreman for Robt. Alexander.

L. I. 3272 lost some corn at Scotland, S. D., Feb. 18, due to side bursting. Could not estimate amount.—F. L. Wheeler.

M., L. & T. 12107 passed thru Lochiel, Ind., Feb. 17, leaking yellow corn badly from doortpost, which was broken. No chance to repair.—Joe A. Stone, mgr., Lochiel Farmers Elevator Co.

K. C. S. 14534, loaded with white corn, arrived at Luverne, Ia., Feb. 17, with seal M&SIL-B126178 broken and door open. I closed door and sealed with seal No. 270.—Wm. Bigings, agt., Kunz Grain Co.

Mo. P. 33635 reached Templeton, Ia., Feb. 16, leaking yellow corn at side. I stopped leak.—J. N. Loeltz, mgr., Templeton Farmers Elevator Co.

I. C. 37769 was leaking corn along side sill in yards at Cherokee, Ia., Feb. 13.—J. J. Mathews.

L. & N. 90699 passed thru Foosland, Ill., Feb. 12, north bound, leaking yellow corn at door post.—Noble Bros.

B. & O. 116065 passed thru Wheatland, Ind., Feb. 8, east bound, leaking corn. Shud owner of this car read this we would be pleased to hear from him about it.—Walker & Chambers.

Iowa Central 1428 passed thru Chrisman, Ill., Feb. 8, leaking yellow corn at bottom of grain door. Train did not stop long enough for us to fix.—Thayer Elevator Co.

N. P. 27853 was set out at Cooperstown, N. D., Feb. 8, with a broken door post, leaking badly.—Bert Lowery, mgr., Hammer-Halvorson-Beier Elevator Co.

Grand Trunk 17010 stood on a passing track in Nilwood, Ill., for several days, with the side door pried open and allowing free access to the yellow corn, with which it was loaded. I endeavored to fasten the door, but was unable. This car may appear short for these reasons.—Clarence Kime of Kime & Gibson Grain Co.

C. & N. W. 77398 passed thru Jefferson, Ia., Jan. 31, leaking yellow corn freely.—D. Milligan Co.

Southern 37744 passed thru Danvers, Ill., Jan. 30, east bound, leaking white corn out of side of car.—J. Simpson, mgr. Danvers Farmers Elevator Co.

G. N. 35024, loaded with wheat, passed thru Doran, Minn., Jan. 27, leaking badly at side door.—J. J. Brady, mgr. Doran Grain Co.

The GRAIN DEALERS JOURNAL.

The power of a man increases steadily by continuance in one direction. He becomes acquainted with the resistances and with his own tools; increases his skill and strength and learns the favorable moments and favorable accidents. He is his own apprentice, and more time gives a great addition of power, just as a falling body acquires momentum with every foot of the fall.—Emerson.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

THE BIGGEST CARLOAD.

Grain Dealers Journal: The Farmers Elvtr. Co. of Tracy, Minn., on Feb. 19th loaded Southern Pacific car 23560 with 3496 bus. of oats billed to Winona.—Very truly, G. E. Newman, with Rosenbaum Bros.

THE BIGGEST CAR OF OATS.

Grain Dealers Journal: What is admitted by the Board of Trade Weighing Department to be the largest car of oats ever received in Chicago was shipped by the Minooka Grain, Lumber & Supply Co. of Minooka, Ill., consigned to the Armour Grain Co., Chicago, Ill., in C. R. I. & P. furniture car 261317, containing 116270 lbs. or 3,633.14 bus. We purchased this car from the Armour Grain Co. and unloaded it Feb. 8 at our elevator.—Geist Bros., Chicago, Ill.

MOISTURE NO LONGER THE DETERMINING FACTOR AT BUFFALO.

Grain Dealers Journal: The writer takes pleasure in advising you of the action taken by the Board of Directors of the Corn Exchange of Buffalo, at a meeting held Feb. 7th, 1913, as a result of which the following notice has been issued by the Secretary of the Corn Exchange:

Buffalo, Feb. 10, 1913.

To the Members of the Corn Exchange:
At meeting of the Board of Directors of the Corn Exchange, Feb. 7th, 1913, the "Uniform Grades of Grain" were modified as to their application to the moisture test in the grading of corn.

Note—The percentages of moisture are to be taken as indicating, approximately, the amount of moisture allowable in the several grades, and not as determining, ipso facto, the grade of the corn.

FRED E. POND,
Sec'y.

Effective Feb. 10, 1913.

The writer is especially gratified in this connection because he has been fighting for it for a year past. This means that the grading will be done with due regard for all of the grade factors involved. If a car of corn is clean and sound, even tho' it does carry more moisture than provided in the uniform rules, it may still grade number 3, whereas corn even if it is dry enough under the uniform rules to grade number 3 may not so grade if it is dirty and unsound.

We believe this action will go a long way toward clearing up the dissatisfaction with the Buffalo grading of corn. It is only fair to this market, however,

to state that while it was working under the uniform rules it lived up to those rules.—Yours truly, Burns Grain Company, Buffalo, N. Y.

INSPECTORS SHOULD NOT BREAK INTO FULL CARS.

Grain Dealers Journal: I note your editorial on page 200, Feb. 10 Journal, relative to leaking grain over grain door. The writer wishes to come to the rescue of the shippers for at least a part charged against them. Inasmuch as Ry. Co.'s charge for a minimum load or notation "loaded to visible capacity," it is necessary to fill car in order to avoid excess freight.

When an inspector finds a car that is too full for official inspection he is not required to break in grain doors and endanger contents. He can take sample from top of contents and make notation "too full for official inspection" which means car can be sampled when unloaded.

A great many cars are marked leaking over grain door in which there is no loss of contents. Shippers account for such a notation on condition blank by the possibility of some grain being left on sill of door and an inspector marked it leaking without carefully examining condition of the load.—Yours truly, J. W. Hatten, Cedar Point, Ill.

OPPOSED TO WINAN'S BILL.

Grain Dealers Journal: House Bill 157 by Mr. Winans is "A Bill to require commission merchants and brokers to furnish written statements to customers and principals."

This Bill has passed the House and is now before the Senate Committee on Agriculture, which Committee held a hearing on the night of the 17th inst. and has not yet made a report on the Bill.

The object of the Bill is to prevent fraud by unprincipled and dishonest commission merchants, and is particularly aimed at that class of dealers who handle vegetables, poultry, butter, eggs, etc.

Personally, I am opposed to the passage of the Bill unless it would exclude from its operation, grain and grain products when handled by regular grain dealers and grain brokers, grain commission merchants, track buyers, elevators and mills.

It is more than likely that the bill will be amended somewhat and that it will pass. The real object of the bill, of course,

is to prevent fraud; but in attempting to do so, the bill would work very serious hardship on the honest dealer. However, from the standpoint of the greatest good to the greatest number, I should say that the bill should not be allowed to become a law.—Respectfully yours, J. W. McCord, Secy. Ohio Grain Dealers Ass'n, Columbus, O.

WANT PAY FOR GRAIN LOST DEDUCTED FROM FREIGHT.

Grain Dealers Journal: At a recent meeting of the officers and legislative committee of the Illinois Grain Dealers Assn in conjunction with the officers of the Illinois Farmer Grain Dealers Assn a committee was chosen composed of the following:—E. R. Ulrich, Springfield, Ills., Chairman, Lee G. Metcalf, Illiopolis, Ills., C. M. Woods, Springfield, Ills.; F. C. Walbaum, Ashland, Ills.

This committee was appointed to secure an amendment to the statute pertaining to shortages of grain in transit.

The idea of this committee is an amendment to the present laws which will compel the railroads over which the grain is transported to make an immediate adjustment out of the freight of any shortage which may be proven and substantiated by affidavits on the arrival of the car in question.

Under the present mode of procedure the collection of most of these shortage claims is interminable and results in about 75% or more claims being outlawed by the time limit.

This is a very important step in the right direction and it is hoped that the various state grain dealers assns as well as the National Assn will follow this matter up quickly.—Yours truly, E. R. Ulrich, Chr. Springfield, Ill.

BUY FARMERS GRAIN BY GRADE.

Grain Dealers Journal:—Some things are difficult,—for instance, teaching pigs to fly. Our Assn has been advocating the buying of grain upon its grade merits. Progress has seemed slow, and yet in looking back it is clear that we have moved forward. Fully seventy-five per cent of the millers and elevator operators of this territory are making a conscientious effort to discriminate between the good and bad and to buy grain upon its grade merits.

The Ohio State Department of Agriculture has been preaching the same gospel

NOTICE TO FARMERS

In justice to the farmer who exercises care in selecting good seed and in properly preparing his grain for market.

This Elevator Buys Grain Upon its Grade Merits.

The prevailing full market value is paid on Standard Grades, and inferior grades are handled upon their relative merits.

DISCOUNTS:

1. White Wheat 3 to 5 cents under Red wheat of equal weight.
2. Smutty Wheat 5 to 20 cents discount per bushel.
3. Mixed, Stained or Dirty Oats 3 to 10 cents discount, per bushel.
4. Mixed or White Cap Corn, 2 cents per cwt. under yellow
5. Green, Unsound or Dirty Corn, 5 to 20 cents discount per cwt.
6. Poorly Husked Corn, 3 to 10 cents discount per cwt.

to the farmers of the State through the Farmer Institutes, so that a demand for this practice is being created in the minds of the farmers and this is making it easier for the grain dealers to put into effect the practices of buying grain upon its grade merits.

I am giving you herewith a copy of a little card giving some of the reasons why grain should be bought upon its grade merits and a notice to farmers informing them upon prevailing discounts. These forms have been issued in poster form and have been posted quite generally throughout the territory.—Yours truly, T. P. Riddle, Secy, Lima, O.

AVERAGE DAILY RECEIPTS 25,000 BUS.

Grain Dealers Journal: Kensal is one of the greatest primary grain markets in the state of North Dakota. It has six elevators, five of them in operation this season. They handled 35,000 bus. of grain in one day about the middle of October and averaged 25,000 bus. per day during the month. With the exception of one day, no farmer has had to wait over one hour.

The five elevators are operated by the Minnekota Elevator Co., Geo. E. Yonker, Agent; Osborne, McMillan Elevator, Oscar Schroeder, agent; Farmers Elevator Co., J. C. Ashley, Manager; Atlantic Elevator Co., Hans Horgen, Agent; Woodworth Elevator Co., J. D. Schlecht, Agent. They are on the Soo Line Road and have a combined storage capacity of 185,000 bus. With the exception of the Farmers Elevator Co., each elevator has one wagon dump.

A number of traction engines are used to deliver grain, some drawing as much as 600 bus. at each trip.

No street buying is done and the market is furnished by the Grain Bulletin, wire changes being received once or twice a day.

Receipts to date, Feb. 1st, exceed 826,000 bus. and careful estimates place this at 75% of the total crop. We expect to handle in the balance of the season 275,000 bus. which will run this station over 1,100,000 bus. for the 1912 crop. Our territory extends but four miles west on account of Lake Arrowwood; five and a half on the east; between seven and eight on the south; and eight miles on the north so it can readily be seen that we have a small territory, to be taken into consideration.

It has been one continuous hustle every day at the elevators during the busy months, railroad yards, banks, hotel, restaurants, feed barn, blacksmith shops, and most other places of business in the town are rushed from early morning until late at night. One good thing that has helped us elevator buyers, is that we had a heavy rain about the time the elevators would get blocked and we had the chance to ship out faster than farmers could haul in grain during the wet spell. The Soo Line did very well in furnishing sufficient cars and taking them out of the way as well as could be expected considering the big crop throughout the state.

All the grain was of a very good quality and 90% of the wheat graded Number 1 northern. The average yield per acre of wheat was 19 bus.; durum, 22 bus.; flax, 8 bus.; barley, 40 bus.; oats, 50 bus.; rye, 16 bus.; corn, 35 bus. Our corn crop is not as good as it has been in former years, owing to the wet, cold spring weather.—Yours respectfully, J. D.

Schlecht, agent, Woodworth Elevator Co., Kensal, N. D.

HAS CLAIM AGAINST MERCHANTS HAY CORPORATION.

Grain Dealer's Journal: I understand that Mr. Ryerson who was manager of the Ryerson Grain Co. is manager of the Merchants Hay Corporation; and it owes me over \$200. I shipped it hay in July and I can not get any returns.—O. F. Gallagher, Lockwood, Mo.

All Transit Rulings Wiped Out.

After a careful investigation of the entire subject of transit privileges, the Interstate Commerce Commission on Feb. 17 canceled Rule 76-A and withdrew all rulings and opinions in connection with transit privileges.

The Commission declined to promulgate a substitute for Rule 76-A proposed by the railroads which would define the conditions under which roads could grant transit privileges.

Commissioner McChord states: "It is our best judgment that the policy of making orders, drawing rules, or expressing views as to what would or would not, under certain conditions, be considered a violation of law as to transit privileges, be now departed from by us, as the carriers are charged with the duty of initiating their rates, regulations, and practices under their own responsibilities and liabilities imposed upon them by the act, subject to the appropriate action on the part of the Commission or the courts in the event that the rates, regulations, or practices are found to be in violation of law.

"If tariffs can be filed as proposed, providing for the lawful exercise of transit practices upon grain or other commodities, and published rates maintained, the carriers are, of course, at liberty to proceed accordingly. If difficulties arise over the rates and practices upon questions of unjust discrimination, unreasonableness, or undue preference, or if there is involved the question of thru routes and joint rates, these are matters which are peculiarly within our province and can be disposed of by following the procedure set out in the law."

Reparation Allowed.

The following reparations have been ordered by the Interstate Commerce Commission:

Cairo Mfg. Co. v. Ill. Central, on account of unreasonable rate applied on 13 cars of wheat shipped from Chicago to Cairo, Ill., ordered refund of \$235.28, and on account of unreasonable rate applied on 7 cars of wheat shipped from East St. Louis, Ill., to Cairo, Ill., ordered to refund \$82.17.

Ellis & Robinson, Shields, Kan., v. Missouri Pacific Ry., on account of unreasonable rate applied on carload of kafir corn to Atchison from Shields, Kan., ordered refund of \$79.67.

E. E. Green & Son v. the C. M. & P. S. Ry., on account of unreasonable rate applied on mixed carload of seed wheat, and seed rye to Lemmon, S. D., from Fargo, N. D., ordered refund \$68.64.

ARGENTINE OATS production for this year is estimated by the Argentine Dept. of Agri. to amount to 115,879,287 bus.; compared with 69,169,325 bus. last year and 47,192,219 bus. in 1910-11. The yield of flaxseed this year amounted to 44,485,679 bus.; compared with 22,518,414 bus. a year ago and the previous record crop of 43,332,594 bus. in 1907-08.

COBS may be used in tiling ground in the thick clay called "gumbo." As this clay is hard and does not permit water to soak thru it, filling in with cobs around the tile renders the ground in the ditch porous and well drained. Cobs laid around tile in swampy or soggy land also aid in holding the tile in place and renders the ground more porous.

THE BILL proposing a tax of \$4 a hundred on stock transfers, which is now before the New York legislature, is causing a great deal of anxiety among the brokers and realty men of New York City. A com'ite has been appointed by them to draft arguments against the bill. Most of the members of this com'ite are progressives. This is regarded as a result of the bitter complaint made by members of the Stock Exchange that, when some of the older members of the board of governors testified at Washington, their case was not presented to the Pujo com'ite as impressively as might have been done.



Experience of Thousands Dictates It Is Better to Examine Teeth of Gift Horses Before Accepting Them.

The GRAIN DEALERS JOURNAL

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

WEED SEEDS IN CLOVER SEED?

Grain Dealers Journal: About two years ago the Journal printed an article about weed seeds in clover and other seeds, with illustrations of the different seeds. In what numbers of the Journal did the articles appear?—D. M. Carson, Clarence, Ill.

Ans.: The articles were entitled "Some Noxious Weed Seeds Found with Farm Seeds," and were published Mar. 10, 1911, pages 364-365; and Mar. 25, 1911, pages 442-443.

LIABILITY OF CARRIER WHEN NO LEAK IS INDICATED?

Grain Dealers Journal: We would like to have some court decisions in cases where cars show no indications of leak and the seal record is undisturbed, the claim for loss being determined by official elevator weights at point of shipment and official elevator weights at destination.

As we understand it the Supreme Court has passed on the liability of the carriers in such cases.—Adams Grain & Provision Co., Richmond, Va.

Ans.: See reply to Xenia Grain Co., in the *Grain Dealers Journal* for Feb. 10, page 206, third column.

MUST GRAIN DOORS BE LEFT IN CAR?

Grain Dealers Journal: The Railroad Co. has given us notice that in the future we will have to leave the grain door boards in the car after the grain is unloaded. We have always thought we were entitled to these boards. Has the Railroad the right to stop us from taking this material? It has been customary for all grain dealers to keep the boards, but we do not want to do anything that would make us liable to the Railroad. Any information you can give us on the subject will be greatly appreciated. Your truly, Campbell Morrell & Co., W. L. Bogart, Grain Dept. Mgr., Passaic, N. J.

Ans.: The initial carrier, under present rules, provides the grain door, and in the majority of cases each door bears its stencil, and thru the organization of grain door reclamation bureos, the railroads are now seeking to have each door returned to its owner. Many railroads have instructed their local station agents to go to the lumber yard and buy material for grain doors when no doors are on hand for the grain shipper.

The railroads are now operating grain door reclamation bureos in nearly every large grain center, and the doors which formerly were confiscated and used for fire wood or the construction of sidewalks and out buildings are now returned to their owners. The leak became too great for the railroads to stand it. In some markets these doors were taken from cars of western roads and sold to eastern roads by elevator operators. The increasing cost of lumber and the railroads' struggle for economy in all departments has brought about a general movement of all grain carrying lines to recover the grain doors, that they may be used again.

The railroad company which provided the door in the first place, in the absence of any bill of sale or other legal transfer, must remain the owner, just as much as any railroad owns the remainder of the car.

The name stenciled on each car shows to whom it belongs, and it must be returned to the owner or a daily rental be paid for it.

PROPER POSTAGE ON SAMPLES OF GRAIN?

Grain Dealers Journal: We note that Hughes & McCoy of Howe, Tex., on page 207 of the Journal for Feb. 10 question the correctness of the statement on page 119 of Jan. 25 number to the effect that samples of grain and seeds may no longer be carried to any point two ounces for one cent as heretofore.

The postmaster at Chicago in his letter published in the Journal Jan. 25 page 122, says "Concerning the classification and rates of postage applicable to seeds, cuttings, etc., you are informed that the act of Aug. 24, 1912, known as the parcel post law specifically provides that it shall not in any way affect the rate of one cent for each two ounces or fraction of two ounces fixed by the act of July 24, 1888, for seeds, etc."

Our local postmaster construes the matter that way and the only change we have been required to make in mailing grain samples is that we now attach parcel post stamps, one cent for two ounces, instead of the regular stamps.—Real Grain Co., Grafton, Neb.

Ans.: The only change is that the stamps must be of the parcel post variety; and samples formerly entitled to the one cent for two ounces rate are still entitled to that rate. A still lower rate is available under the new parcel post law for samples of large size going a short distance, when declared not to be for seeding. These rates vary as the zonal distance and weight.

Trouble is caused by the wrong interpretation of the parcel post law by different postmasters. Some postmasters insist upon charging a seed sample at the parcel post rate, which for long distance is exorbitant, compared with the seed rate.

The practice of the Chicago post office, which handles more parcel post mail and samples than any other post office in the country, is to accept the rate given by the postmaster at point of origin. If the pack-

age is sufficiently paid according to either the parcel post or the seed rate the grain sample will be delivered without attempt to collect postage due. The Chicago post office takes the position that the postmaster at point of origin should be in position to ascertain the use of the sample, whether for food or seeding.

Sending grain samples at the seed rate as practiced by grain dealers for many years past has been a violation of law, according to the third assistant Postmaster General, with whom the subject of the increased rate on grain samples was taken up by W. P. Bishop, pres. of the Milwaukee Chamber of Commerce, on a recent visit to Washington, who learned also that the Post Office Department is considering a special rate on samples of all kinds sent thru the mails.

Specific inclusion of grain food samples in the same privileged rate as grain seed samples, to do away with the necessity of postmasters inquiring whether a sample was intended for food or seeding, could be accomplished by a ruling of the Postmaster General, Washington, D. C., as a change in rate regulation; but the Post Office Department has issued no new regulation since that published in the Journal Feb. 10, page 122.

Grain to be used for seeding goes at one cent for two ounces, any distance, limit 11 lbs., prepaid by parcel post stamps.

Grain not to be used for seeding goes at parcel post zone rates, limit 11 lbs., prepaid by parcel post stamps. Four ounces or less, one cent per ounce.

Postage due on parcels of seed grain and other grain must be made good by affixing postage due parcel stamps at destination.

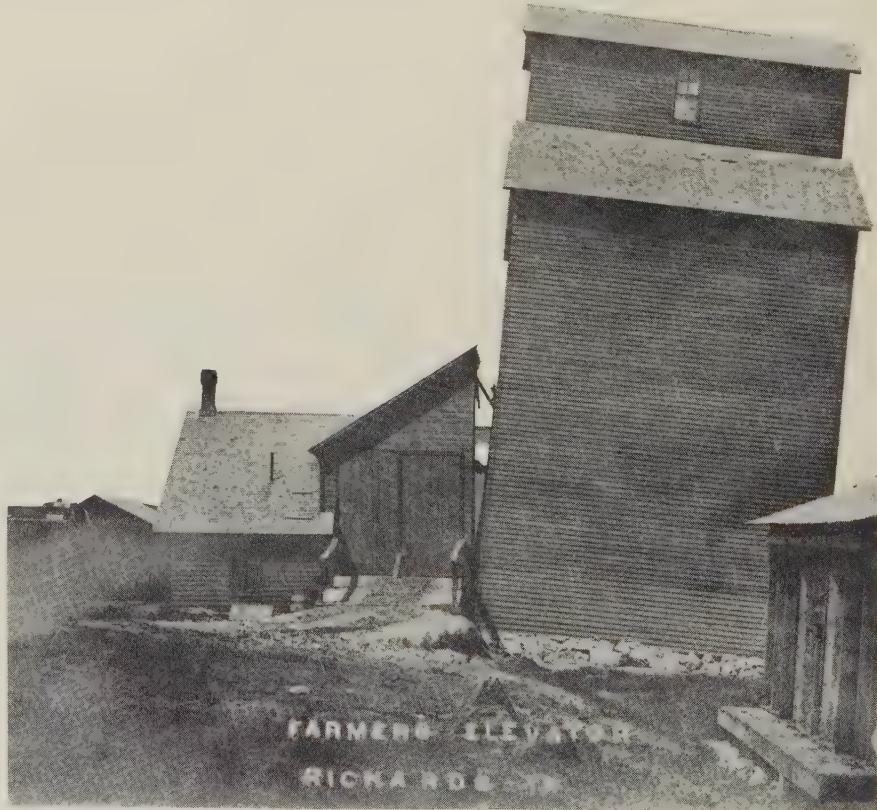
If ordinary letter stamps are mistakenly placed on a parcel package the delivering carrier must collect the full amount again, with postage due parcel stamps.

All seed and grain parcels must be delivered at post office for transmission.

Ordinary postage stamps must be used on all parcels addressed to foreign countries, Canada, Cuba, Mexico and Republic of Panama, by order issued Jan. 17 by J. J. Britt, third assistant Postmaster General.

PETITION AGAINST ANTI-OPTION LEGISLATION?

Grain Dealers Journal: We have received a letter inclosing a petition asking



A Weak Foundation Cannot Be Depended Upon to Keep an Elevator Erect or Machinery in Line.
[See Facing Page.]

us to get signatures of voters who are in favor of the commercial exchanges of the country. Will this benefit the local elevators?—E. B. Adamson, mgr. Carlos City Grain Co., Carlos City, Ind.

Ans.: This petition is a legitimate endeavor to influence congressmen in favor of the maintenance of the grain exchanges at terminal market centers whose existence guarantees to the smallest country elevator an open and established market price for the grain the farmer has to sell.

Hearing on Car Distribution by Illinois Railroad Commission.

A general hearing on the grain car distribution question was held Feb. 11 in Chicago by the Illinois Railroad & Warehouse Commission in connection with the complaint by the Farmers Elevator Co., Danforth, Ill., against the Illinois Central R. R. Co. About 75 grain dealers and railroad men were present. The Commissioners have taken the question under advisement and will probably announce their decision shortly unless the Interstate Commerce Commission takes some step towards a solution of this problem.

Two methods were advocated for distributing grain cars in times of shortage. The present rule is to divide the available cars at a station equally among the shippers. The proposed rule would require the railroads to apportion the available cars among the shippers according to the amount of business done by each during the preceding year. For example, if there were three elevators in a town, one of which shipped 50,000 bus. during the preceding year; the second, 30,000 bus.; and the third, 20,000 bus.; during a shortage the dealers would receive 50%, 30% and 20%, respectively, of the cars on hand.

In the dispute between the Farmers Elevator Co. and the Illinois Central, there seems to be disagreement as to the proper basis for apportioning the cars according to the "prorata" rule. The Farmers Elevator Co. both handles its own grain and permits its shareholders to store their grain and handle it individually. Heretofore, the railroad company has declined to differentiate between these two activities and have charged up the elevator with all cars delivered to it, whether for its own loading or for loading by one of the shareholders. Mr. J. A. McCreey, sec'y Illinois Farmers Grain Dealers Ass'n took the position that the elevator and the individual shippers should be treated as entirely separate by the railroad. The Commissioners seemed to think that, under the law, the railroad could not make such a distinction.

Among those present were Lee G. Metcalf, Illiopolis; S. W. Strong, Urbana; E. M. Wayne, Delavan; W. L. Shellabarger, Decatur; M. R. Walsh, Campus.

WHY GRAIN ELEVATORS Collapse.

BY J. F. YOUNGLOVE.

I have taken particular notice of the explanation in your paper, together with cuts illustrating the weak points of elevator construction. I have also observed the falling of such structures has not abated, altho the Cause has been very plainly placed before the owners in the Journal and they will continue to fall just as long as the owners will not take the trouble to locate the Cause and take steps to prevent it.

My experience in the erection of elevators, and in the inspection of these weak, wobbly, and collapsed ones, has been widespread, and I have endeavored to show the reason to the owner in many ways. I find it rather a difficult task, as the owners seem to take it as a "joke" or a "knock", even tho we place before them evidence which is positive and cannot be disputed.

I find the principal cause is Weak and insufficient foundations, or so placed they cannot withstand the weight they are forced to carry. A thin slab of concrete, with posts resting on it to support the superstructure. The added weight of the grain is sure to split and force these 8" x 8" posts thru the concrete with only the soil as a supporting medium. Posts placed on any weight of foundations should be looked upon with suspicion by all owners. A "Posted" elevator is where the "joke" comes in.

Rotten culls used in cribbing, and boards, 12d and 16d nails for spiking; dark, dirty, rat breeding basements, no provision for light and ventilation, and Why—the barn builder cannot be criticised as he knows no better, but the contractor cheapening the construction to "beat the other fellow to it in price", is the main factor in causing wrecks and loss of property, if not life. Some builders advise the owners that all cribbing is rotten, to prepare them for what they will get, and they "get it."

The best credentials a Contractor can give is reference to others "as I have done others, so will I do you." Just so long as the owners will support the outlaw barn builder because the price is lower than the man or Company whose reputation is established and can produce the best, such conditions will exist.

I have actually discovered at points

where elevators have burned, floors that were 4" thick on a concrete frost bed of, just 1½" of cement, and poor at that, on loose black dirt. Where Does the Real Blame lie for such Rotten Work?

In explanation of the illustrations given herewith No. 1 is Solid concrete foundation, carried up to the sills upon which the cribbing starts. These walls are reinforced and tied together and are of sufficient width and weight to support the structure under ANY and all conditions. It costs more, of course, but what is this in comparison with other foundation work. Bins are hoppered with sufficient fall to entirely clean; no clogging of grain to sprout or decay and rot out the bin bottoms. The timbers are placed corner-wise to the pressure, increasing their supporting strength.

Now, refer to No. 2 which is as good as any of the weak imitations we have found. A thin slab of concrete is usually placed at the bottom of the excavating continued over to the pit excavation, and the pit walls are supported on one edge of another thin slab. Note the points Fig. 2 where the breaks occur. Posts which were ruled out years ago in all up-to-date construction of grain elevators, are used. Note the sills and bin bottom supports, built up of 1½" x 7½" plank spiked together. Flat Bin bottoms none of which the grain will entirely clean from. This construction costs less as even the most inexperienced can see. Go into any recently built elevator, with this obsolete manner of supporting, and see at what point the foundation and the supports have been renewed or replaced.

RAILROADS CONTROL LAKE TRAFFIC.

That the railroads have absolute control of all traffic on the Great Lakes was the contention of J. C. F. Merrill, sec'y, and William M. Hopkins, mgr. transportation dept., of the Chicago Board of Trade before the shipping trust investigating com'ite on Feb. 20. They pointed out the constant increase in water transportation charges.

In 1867 the lake thru rates were 58% of the all-rail rates; now they are 82.6%. The change is due to the increase in the water rates and not to any decrease in the rail rates.

The Board of Trade men urged that the Interstate Commerce Commission be given more authority over water traffic and that the railroads be compelled to quote thru rates on lake-and-rail shipments instead of assessing local rates for the distance covered by rail.

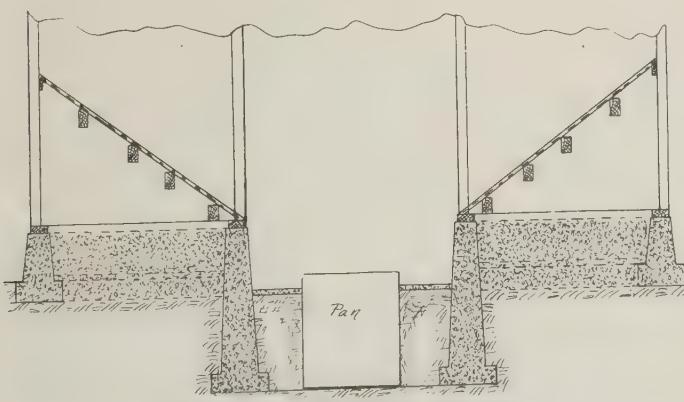


Fig. 1. Solid Concrete Foundation

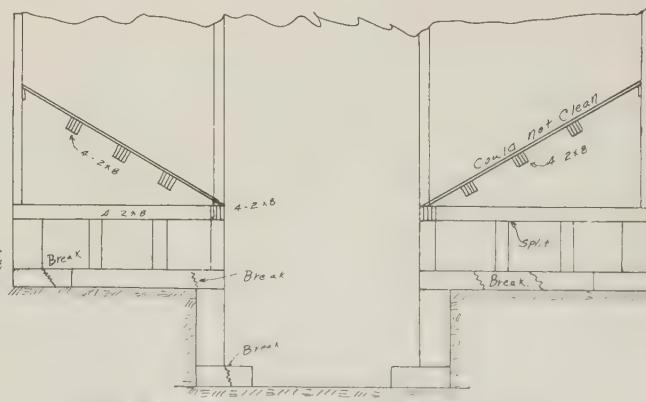


Fig. 2. Weak Foundation of Slabs and Posts.
[See Facing Page.]

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

CANADA.

Strome, Alta., Feb. 19.—Grain is not moving very briskly as discount on tough grain is too heavy.—Wm. Mohler.

Winnipeg, Man., Feb. 15.—The wheat situation in Manitoba, Saskatchewan and Alberta, shows: Wheat inspected to date, 98,280,000 bus.; in transit not inspected, 1,-300,000 bus.; in store at country points, 19,500,000 bus.; required for seed feed and country mills, 35,000,000 bus.; in farmers' hands to market, 26,500,000 bus.; total crop, 180,580,000 bus.; oats inspected to date, 32,250,000 bus.; in store at country points, 5,750,000 bus.; in farmers' hands to market, 20,000,000 bus. Barley inspected to date, 10,156,000 bus.; in farmers' hands to market, 4,150,000 bus. Flax inspected to date, 11,327,000 bus.; in farmers' hands to market, 5,000,000 bus. The reports indicate little threshing to be done except in Southern Manitoba; about 40% of the fall ploughing has been done.—Frank O. Fowler, sec'y Northwest Grain Dealers Ass'n.

COLORADO.

Towner, Colo., Feb. 17.—Winter wheat in fine shape.—J. J. Kella.

ILLINOIS.

Palestine, Ill., Feb. 18.—Wheat looks well; corn about all out.—G. W. Bishop & Co.

Papineau, Ill., Feb. 18.—Little grain in farmers' hands; 85% of corn and 90% of oats marketed; not enough hay for supply; shipping it in. Considerable grain in both elevators.—O. H. Rosenberger, agt. R. F. Cummings Grain Co.

Phelps, Ill., Feb. 22.—Little corn being sold owing to low price; is to the advantage of all concerned as we are experiencing the worst car shortage for a number of years, on account of the heavy movement in northwestern Iowa. Small acreage of winter wheat because of two successive failures; not over 5% of average acreage. Because feeders are slow in stocking up and also on account of hog shortage due to cholera, we expect an unusually lively movement of corn during the summer.—H. E. Shughart, agt. S. C. Bartlett Co.

Jacksonville, Ill., Feb. 20.—Elevator managers attending the annual meeting of the Farmers' Grain Dealers' Ass'n report the following percentages of the corn crop in farmers' hands at their respective stations: Danvers, 65%; Jesse Simpson, Farmers Elvtr. Co.; Pontiac, 60%; J. W. Brunsell, Pontiac Farmers' Grain Co.; Tallula, 60%; S. C. Shaw, Tallula Farmers' Elvtr. Co.; Martinton, 60%; Louis J. Seiling, Farmers Martinton Elvtr. Co.; Strawn, 60%; John Goebel, Strawn Farmers' Elvtr. Co.; Plainfield, 60%; J. A. Heneberry, Plainfield Grain Co.; Healey, Mail Forrest, Ill., 65%; D. T. Crumbaker, Healey Grain Co.; Joy Prairie (Mail), Jacksonville, 40%; H. Furry, Farmers' Elvtr. Co.; Darrow, 65%; Geo. W. Brainerd, Farmers' Grain Co.; Fairview, 65%; W. H. White, Farmers' Elvtr. Co.; Standard (Mail), Taft, 50%; A. H. Dysart, Farmers' Elvtr. Co.; McDowell, 75%; Chas. Cottrell, Farmers' Elvtr. Co.; Danforth, 75%; J. W. Overaker, Farmers' Elvtr. Co.; Putnam, 75%; F. J. Koerner, Putnam Grain Co.; Petersburg, 50%; Berry Woodrum, Five Point Grain Co.; Earlville, 65%; C. C. Kelly, Earlville Grange & Elvtr. Co.; Kempton, 75%; A. J. Hartquest, Farmers' Elvtr. Co.; Cabery, 65%; A. J. Hartquest, Kempton Farmers' Elvtr. Co.; Seatonville, 98%; J. H. Schumaker, Northwestern Grain & Livestock Co.; Middletown, 30%; A. J. Brannan, Middletown Grain & Coal Co.; Findlay, 60%; Frank Brown, Findlay Grain Co.; Ridge Farm, 30%; Frank Jones, Farmers' Elvtr. Co.; Rooks Creek (Mail), Pontiac, 60%; Jas. MacMahon, Farmers' Grain Co.; Annawan, 60%; M. Case, Farmers' Elvtr. Co.; Ocoyo (Mail), Pontiac, 70%; P. A. Grottevant, Farmers' Elvtr. Co.; Mt. Auburn, 60%; D. C. Armstrong, Mt. Auburn Grain Co.; Mendota, 60%; J. D. Barth, Farmers' Grain Co.; Arlington, 75%; P. D. O'Connor, Arlington Grain & Coal Co.; Cruger (Mail Eureka), 75%; B. J. Kaufman, Cruger Farmers Association; and Assumption, 65%; Alex. Branyan, Farmers' Grain Co.—S.

Hudson, Ind., Feb. 17.—Wheat looking fine; look for good crop after total failure of last year.—Frank Strock.

INDIANA.

Ida Grove, Ia., Feb. 14.—Farmers inclined to hold; 15% corn and oats back.—C. C. Crawford.

Maxwell, Ia., Feb. 11.—Corn movement over; 25% oats back.—T. B. Smeltzer, mgr., Farmers Elvtr. Co.

Minden, Ia., Feb. 15.—Grain movement slow on account of sharp decline in price; lots of corn to market.—A. H. Mann.

Grafton, Ia., Feb. 11.—All corn left will be fed; 60% oats back. Car shortage.—G. T. Peshak, mgr., Grafton Farmers' Elvtr. Co.

Alden, Ia., Feb. 20.—Have had a bumper crop to handle; 60% of oats and corn marketed.—A. A. Burke, agt., Farmers' Elvtr. Co.

Huxley, Ia., Feb. 15.—Over 80% of corn and oats in farmers' hands; in fair condition; held for higher prices.—O. M. Johnson & Co.

Hamburg, Ia., Feb. 20.—Wheat in good condition except on high lands; acreage cut down 50%; practically all wheat in.—F. McBride.

Huxley, Ia., Feb. 15.—Corn in good condition; 60% to be moved; half of oats crop to come in.—H. R. Shelldall, mgr., Farmers' Grain Co.

Mapleton, Ia., Feb. 14.—Farmers inclined to hold corn; renters have moved all of their corn; 33% back; in good condition.—J. L. Bennett.

Gillett Grove, Ia., Feb. 13.—Barley all in; 33% of oats and 50% of corn to be shipped.—F. R. Gleason, mgr., Farmers' Grain & Elvtr. Co.

Stanhope, Ia., Feb. 12.—Farmers inclined to sell, but cars scarce; 60% of corn and over 40% oats back.—D. L. Ray, mgr., Farmers' Elvtr. Co.

Lehigh, Ia., Feb. 12.—Farmers holding 70% of corn and 50% of oats; wud sell if we could get cars.—S. F. Carlson, mgr., Farmers' Elvtr. Co.

Hosper, Ia., Feb. 11.—Car shortage here; 70% of barley, 50% of oats and 50% of corn in farmers' hands.—J. S. Devries, mgr., Farmers' Elvtr. Co.

Barnum, Ia., Feb. 12.—Farmers wud sell, but car shortage is holding back 40% of corn and 20% of oats.—A. P. Ruehal, mgr., Farmers' Elvtr. Co.

McCallsburg, Ia., Feb. 12.—Farmers holding 75% of the corn and 60% of the oats back.—J. S. Thompson, mgr., Farmers' Elvtr. Co.

Rembrandt, Ia., Feb. 13.—Grain in good condition; 60% corn and 50% oats in farmers' hands; car shortage.—D. W. Thomas, mgr., Farmers' Elvtr. Co.

Racine sta., Aldin, p. o., Ia., Feb. 12.—Farmers holding 35% of corn and 40% of oats back; car shortage.—G. L. Lutterman, mgr., Farmers' Elvtr. Co.

Schaller, Ia., Feb. 11.—Barley all in; 40% oats and 50% corn to be marketed; farmers inclined to hold.—J. A. Gray, mgr., Schaller Farmers' Elvtr. Co.

Hamburg, Ia., Feb. 20.—Movement of grain slow; farmers holding for higher prices; 60% of corn still in farmers' hands.—W. Reid of Noble & Reid.

Woolstock, Ia., Feb. 12.—Farmers anxious to sell, but car shortage prevents; 60% corn and 50% oats back.—F. C. Kitley, mgr., Farmers' Elvtr. Co.

Ida Grove, Ia., Feb. 14.—A little over 1/2 corn and 1/2 of the oats back; pop corn and barley all in; farmers holding for higher prices.—C. M. Gert.

Burt, Ia., Feb. 11.—Farmers will sell, but car shortage prevents. No wheat, 20% barley, 60% corn and 40% oats back.—R. E. Nauman, mgr., Farmers' Elvtr. Co.

Alden, Ia., Feb. 11.—Farmers want to sell; scarcity of cars prevents. Over 75% corn, 50% oats and a little barley back.—A. A. Burk, mgr., Farmers' Elvtr. Co.

Northwood, Ia., Feb. 13.—Farmers holding for higher prices; 75% corn, 50% oats, 33% wheat and 50% barley back.—H. P. Rasmussen, mgr., Farmers' Elvtr. Co.

Moneta, Ia., Feb. 13.—Corn all under shelter; 50% to be marketed; over 20% oats back; barley all in; car shortage.—A. Anderson, mgr., Moneta Elvtr. Co.

Grimes, Ia., Feb. 12.—Most all wheat in; 60% of the corn, and 33% of the oats back. Plenty of cars, but farmers inclined to hold.—N. E. Black, mgr., Farmers' Elvtr. Co.

Kellogg, Ia., Feb. 11.—Car shortage; farmers holding for higher prices; small movement of grain. All the corn and 75% of the oats back.—F. L. Phipps, mgr., Farmers' Elvtr. Co.

Hamburg, Ia., Feb. 20.—Snow storm here all afternoon and still keeping it up; about 2 inches of snow on the ground now. This will help the growing wheat considerably in this section.—L. A. K.

Mapleton, Ia., Feb. 14.—Winter wheat making No. 2; spring wheat from No. 2 to 3; 10% yet to be moved; 30% increase in winter wheat acreage; fields looking brown and dead.—Mapleton Mfg. Co.

Malcom, Ia., Feb. 11.—Farmers inclined to hold corn and oats; 50% of corn and 40% of oats in farmers' hands; car shortage also holding grain back.—W. E. Johnson, mgr., Farmers' Elvtr. Co.

Industry, Ia., Feb. 24.—Grain movement about over; have done biggest business this year ever done here; could have done more if we could have gotten cars.—Chas. S. Knudson, mgr., Farmers' Elvtr. Co.

Boone, Ia., Feb. 15.—Over 60% corn in farmers' hands; in good condition; oats 60% back; grain movement brisk at present; car shortage has retarded movement somewhat.—B. M. Huntley Grain Co.

Havelock, Ia., Feb. 11.—Farmers anxious to sell, because of so much grain unshelled; car shortage preventing movement; corn 60% and oats 50% in farmers' hands.—C. E. Strong, mgr., Farmers' Grain & Coal Co.

Shenandoah, Ia., Feb. 12.—Winter wheat in poor condition; too dry; small acreage on account of late threshing of corn and oats; wheat all in; 60% corn back and no oats shipped.—J. G. Holdridge, mgr., Farmers' Elvtr. Co.

Boone, Ia., Feb. 15.—Farmers holding 50% of corn; corn remaining in cribs in good condition; oats 40% back; all wheat marketed. Car shortage has prevented grain from moving freely; grain now back will be held until summer.—Frank Hannum, mgr., Farmers' Elvtr. & L. S. Co.

KANSAS.

Palmer, Kan., Feb. 11.—Wheat condition 95%; acreage 90%; need snow.—B. Harnett.

Luddell, Kan., Feb. 17.—Prospects good for wheat.—Francis C. Miller, agt., Farmers' Grain, L. S. and Supply Co.

Preston, Kan., Feb. 17.—Wheat looking good; 5% increased acreage; 15% still in farmers' hands.—J. Fletcher, Preston Grain, L. S. & Merc. Co.

Winfield, Kan., Feb. 20.—Wheat in fine condition; big snow the fore part of this month having been heavy with plenty of moisture.—Fred T. Hutto.

Culver, Kan., Feb. 17.—Wheat still looks fine; needs a little moisture; farmers ready to sow oats.—J. E. Hughes, mgr., Culver Grain & L. S. Ass'n.

Leavenworth, Kan., Feb. 18.—Growing wheat in good condition; acreage same as last year; about 30% still in farmers' hands. G. Legler, pres., Wilson-Legler Hay & Grain Co.

Wichita, Kan., Feb. 21.—A heavy snow reported over most of the Southwest; furnishing moisture, which was beginning to be badly needed in some sections, for the wheat crop.—A. C. Rynders.

Atchison, Kan., Feb. 18.—Movement of grain fair; about 25% of the wheat and 40% of the corn still in farmers' hands. Growing wheat looking good, but needs moisture.—C. H. Blanke, mgr., Blair Elvtr. Co.

Columbus, Kan., Feb. 18.—Wheat looking fine; beginning to green up in nice warm weather we are having; a lot of oats being sown; ground in fine condition for spring work; had mild winter.—S. K. Stauffer, Cammack & Co.

MINNESOTA.

Frost, Minn., Feb. 19.—Grain moving slowly; 1/2 still in farmers' hands; roads in excellent condition all winter.—Henry Millby, agt., Western Elvtr. Co.

Pipestone, Minn., Feb. 12.—Plenty of cars; farmers inclined to hold grain; 60% of wheat, 70% of oats and 60% of barley to be marketed.—T. L. Demaray.

MISSOURI.

Bolivar, Mo., Feb. 19.—No corn to ship out; 4 or 5 cars of wheat to be shipped; wheat looks good.—T. H. Jarman.

Craig, Mo., Feb. 20.—Movement of grain slow; farmers holding corn for higher prices; practically all wheat is in; 30% of the corn back; growing wheat in good condition, but needs moisture; acreage 10% larger than last year.—Farmers' Elvtr. Co., per T. M. Ward, mgr.

Kansas City, Mo., Feb. 20.—Cort Addison, representing Logan Bros. Grain Co., has returned from a trip thru Eastern Colorado, Southern Nebraska and Northern Kansas and reports: Wheat in farmers hands 25%; wanting relatively 80c a bus. Growing crop in fine condition, altho needs moisture in some places. With a little rain in early spring, look for a bumper crop; acreage fully as large as last year. Corn plentiful in spots; other points shipping. Most of the corn rather nubby; grading principally medium No. 3; movement slow on account of low prices and car shortage.

NEBRASKA.

Manley, Neb., Feb. 15.—Not much doing in the grain business this winter; no corn moving and but little to move.—W. B. Es-sick.

Johnson, Neb., Feb. 14.—Lots of complaint about Hessian fly eggs in wheat; no snow all winter to help wheat.—C. F. Ernest, mgr. Johnson Grain Co.

NORTH DAKOTA.

Brocket, N. D., Feb. 15.—Has been a busy year for us; have handled 240,000 bus. of grain since July 1; wud have handled more, but farmers were slow in threshing; 20% still in farmers hands; expect to handle 20,000 bus. of grain threshed this spring.—J. S. Robinson, agt. Equity Elvtr. & Trading Co.

OKLAHOMA.

Forgan, Okla.—The farmers have about 200,000 bus. of 62-lb. wheat and as much of kafr and maize still on hand, notwithstanding this station has shipped over 300 cars on the last crop. They are bringing in about a car a day.—W. O. Woods.

North Enid, Okla., Feb. 11.—Recent snows helpful to wheat; condition could not be better; preparation seeding of oats being made and will be started as soon as ground is in condition; average acreage will be seeded; acreage of corn and kafr about equal.—G. G. Black.

Binger, Okla., Feb. 21.—Our prospects are good for crop this year.—F. M. & A. G. Fulkerson.

SOUTH DAKOTA.

Vayland, S. D., Feb. 20.—Crops not very good; bad hailstorms make business dull.—J. G. Lounsbury, agt. G. W. Van Dusen & Co.

Kidder, S. D., Feb. 19.—Farmers still have 20% of last year's crop; holding for higher prices.—Gus N. Norman, Norman & Mohn Elvtr. Co.

Minno, S. D., Feb. 12.—Corn grading No. 2 and 3; about 50% in farmers hands; 30% wheat back; farmers holding for higher prices.—J. J. Decker.

Lenox, S. D., Feb. 12.—Wheat cleaned up; 50% corn and 60% oats yet to come in; farmers holding; plenty of cars.—J. J. Okker, mgr. Farmers Elvtr. Co.

Artesian, S. D., Feb. 13.—Seventy-five per cent of the wheat and 60% of the corn and oats yet to be handled at this station.—H. B. Rodec, mgr. Farmers Elvtr. Co.

Armour, S. D., Feb. 13.—Farmers wud sell, but cars are scarce; 50% of corn, 25% of wheat and all of the oats to be marketed.—G. Harter, mgr. Farmers Elvtr. Co.

Trent, S. D., Feb. 12.—Farmers holding barley; are inclined to sell other grains; 50% corn, 65% oats, 75% wheat and 50% barley back.—A. T. Sinclair, mgr. Farmers Elvtr. Co.

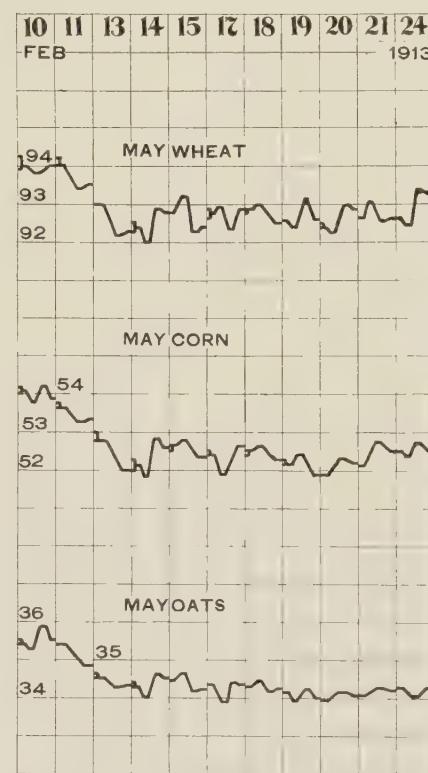
Yankton, S. D., Feb. 15.—All elvtrs. open, but not much grain moving; farmers holding for higher prices; corn mostly grading No. 3 yellow; oats No. 4 white, not many moving; 60% in farmers hands.—B. F. Withee, agt. Atlas Elvtr. Co.

TEXAS.

Sherman, Tex., Feb. 19.—Big wheat crop sown last fall; larger than usual and doing better now than is usually the case; growing with splendid promise. Large crop of oats being sown; ground in best of condition; farmers are slow in planting, but first of oats soon coming up. Appearances most satisfactory, not only for a fine wheat crop, but for a splendid oat crop; alfalfa planting just beginning; ground in pink of condition; have had several freezes and top soil is mellow and fine and from the inquiries I have had for seed it appears that an enormous crop of alfalfa will be planted this spring. All who have not sown wheat or oats will take advantage of the opportunity to increase their grain, cereal and forage crop and diminish the cotton crop which is now just one month off, and when our people learn to plant less cotton, and more of the cereal and forage crop, we will begin an era of prosperity never promised before. All in all, the prospects were never brighter.—R. E. Smith.

Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years see The Journal's Chart Book.



SALE OF ENTIRE BULK Passes Title Before Delivery.

The entire contents of a barn filled with peanuts was sold by the superintendent of the North Carolina State Prison to Hoffman & Bros. to be delivered and paid for Jan. 1, 1910, delivery to be made at railroad station or river landing Jan. 1. Hoffman Bros. paid for 10,000 bus., requesting that entire lot remain in seller's barn until called for. May 24 buyers requested delivery of 500 bags at railroad station.

The superintendent replied he had no authority to deliver there. Hoffman & Bros. then requested delivery at landing, which was done. The peanuts were damaged. In an action for recovery of balance due on sale of 10,475 bus. Hoffman & Bros., defendants, pleaded counter claim for damages to peanuts of \$926.25 and breach of contract.

The plaintiff, State Prison, brot suit to recover balance due on entire quantity sold Hoffman & Bros., they having paid for estimated contents and nothing remained but to measure the quantity. Plaintiff contended that title passed to defendants before delivery and nuts were thereafter held at buyers' risk; that seller was a mere accommodation bailee required to exercise only slight care and was entitled to a reasonable time to make delivery after notice.

The defendants contended they agreed that under protest they directed delivery at river landing; that plaintiff was guilty of breach of contract in refusing to make delivery at railway station as requested and that breach has not been waived and that the breach was the cause of injury sustained by defendants.

Judgment of the Supreme Court of North Carolina, two judges dissenting, sustained the lower court in finding for the plaintiff by giving judgment for \$773.16 against Hoffman & Bros., holding that plaintiff was guilty of breach of contract in that it refused to deliver peanuts at station as requested but as a matter of law defendant had waived such breach. Entire contents of barn having been sold; nothing remained but to measure them and as defendants had paid for estimated contents and accepted them, title passed to purchaser Jan. 1. What is a reasonable time to make delivery is controlled by circumstances of each case.

THE RURAL Ass'n of Uruguay will hold an Exposition in Montevideo, which will include farm products, rural industries, hygiene and scientific agriculture.

DAILY CLOSING PRICES.

The closing prices of wheat and corn for May delivery at the following markets for the past two weeks have been as follows:

MAY WHEAT.

	Feb.								
Chicago	94	93 1/2	92 1/4	92 3/4	92 3/4	92 1/2	92 1/2	92 1/2	92 1/2
Minneapolis	88 1/2	88 1/2	86 7/8	87 3/8	87 1/2	87 1/2	87 1/2	88 1/2	87 1/2
Duluth	88 1/2	88 1/2	87 1/2	87 1/2	87 1/2	87 1/2	88 1/2	88 1/2	88 1/2
St. Louis	93 1/4	93 1/4	91 7/8	92 1/2	91 7/8	92	91 1/2	91 1/2	91 1/2
Kansas City	88 1/2	87 1/2	86 1/2	86 3/4	86 5/8	86 5/8	86 1/2	86 1/2	86 1/2
Milwaukee	91 1/4	91 1/4	90 1/8	90 1/2	90 3/8	90 3/8	90 1/2	90 1/2	90 1/2
Toledo	115	113 1/2	109	110	109 1/2	109 1/2	109 1/2	109 1/2	110 1/2
New York	100 1/2	99 1/2	98 1/2	99	99	99	99	98 1/2	99 1/2
Baltimore	107 1/2	106 1/2	106	106 1/2	106 1/2	107	106 1/2	106	106 1/2
Winnipeg	88 1/2	88 1/2	87 1/2	87 1/2	87 1/2	88 1/2	88 1/2	88 1/2	88 1/2
Liverpool	104 1/2	105	104 1/2	103 3/4	104 1/2	104 1/2	105 1/2	105 1/2	105 1/2
*Budapest	128 1/2	127 1/2	128 1/2	127 1/2	127 1/2	127 1/2	127 1/2	127 1/2	127 1/2

MAY CORN.

	Feb.								
Chicago	53 7/8	53 1/4	52	52 5/8	52 1/4	52 1/4	51 7/8	52 1/4	52 1/4
Kansas City	53 1/8	52 1/4	51 1/8	51 1/8	51 1/8	51 1/8	51 1/8	51 1/8	51 1/8
St. Louis	53 1/8	52 1/2	51 1/2	51 7/8	51 1/8	51 1/8	51 1/8	51 1/8	51 1/8
*Baltimore	55 1/8	54 1/4	54	54 1/4	54 1/4	54 1/4	53 7/8	54 1/4	54 1/4
*Liverpool	65 1/2	65 5/8	64 1/2	65	65 1/2	65 1/2	65	64 1/2	64 1/2

*No. 2 Red. *April delivery. †Feb. delivery. ‡March.

LIMITATION OF BIDS TO BASIS OF CLOSING "CALL" ATTACKED BY GOVERNMENT.

Some of the leading grain exchanges have had in operation for years past rules providing that the price bid the country for grain on track shall be based on the price established at the close of the day's trading, commissions and freight deducted. The rules establishing the "calls" are published in annual reports of each market, and the "calls" are conducted openly so all may bid and what they wish. The purpose and effect of the "call" are thoroughly well understood by members of the exchanges engaged in the cash grain business, and by those country shippers who have studied the rules.

The only point in controversy has been whether or not the limitation of track bids, during the time the exchange is closed to the call price, constitutes a technical violation of the law governing restraint of trade. This question bids fair to be settled soon by a suit instituted against the Chicago Board of Trade Feb. 11 in the District Court at Chicago by the United States Department of Justice.

The defendants are the Chicago Board of Trade, Edward Andrew pres.; Frank B. Rice vice pres.; Albert E. Cross, second vice pres., and the following directors: J. E. Cunningham, D. S. Lasier, Leslie F. Gates, J. Carden, R. McDougal, J. Simons, A. Gerstenberg, Benjamin S. Wilson, L. H. Freeman, G. B. Quinn, J. A. Rodgers, John R. Mauff and W. L. Gregson.

The government alleges "that the purpose and intent of said Board of Trade and its members in the enactment of said rule, and in combining and acting in concert to maintain it, was and is to prevent all competition among the members of said Board of Trade and the firms and corporations with which said members are connected in dealings relating to corn, oats, wheat and rye to arrive from the time of the public 'call' immediately after the close of the regular session of each business day until the opening of the session of said Board of Trade upon the next business day, and to fix and control the prices to be offered and paid for said wheat, corn, oats and rye to arrive, and thereby to restrain trade and commerce therein."

"That said combination so to fix and control prices extends to the transactions and dealings of all the members of said Board of Trade and to all firms and corporations with which said members are connected, and that by reason of the large number of said members and their domination of the Chicago market, the effect of the said combination to observe and enforce said rule has been and is to fix and control arbitrarily during the time when said Board of Trade is not open for business, prices of said grain to arrive as above set forth, and that said combination extends not only to transactions in Chicago, but to transactions throughout the entire country with respect to wheat, corn, oats and rye to be received in Chicago and to be disposed of upon the Chicago market."

The government asks "that the court order, adjudge and decree that the combination and conspiracy is unlawful, and that the defendants, the Board of Trade of the City of Chicago and each and every member thereof, may be perpetually enjoined from doing any act in pursuance of or for the purpose of carrying out said combination and conspiracy and may be perpetually enjoined from entering into any combination or agreement fixing prices, and from enforcement of said rule of the Board of Trade."

Defendants were served Feb. 13 with court orders summoning them to appear in 20 days and answer the government's allegations.

Edward Andrew President of the Board of Trade says, "The Call rule was adopted several years ago for the purpose of establishing an open competitive market for grain to arrive. A portion of our Ex-

change hall has been fitted up with facilities to accommodate our Board members, and a "caller" acts in the capacity of auctioneer. Trading begins at 1:30 and continues until all of the commodities have been "called." The time of delivery is arranged by the Call Committee, the Committee having nothing to do with the making of prices.

"Any number of our members may take part in buying or selling grain on the Call, acting either for themselves, or as commission merchants or brokers. The buying and selling represents actual transactions and the last price bid on the Call may be either an open bid good until 9:30 the next business day, or good only for acceptance when made. These bids apply only to the "to arrive" transactions that are made on basis of Chicago Board of Trade terms.

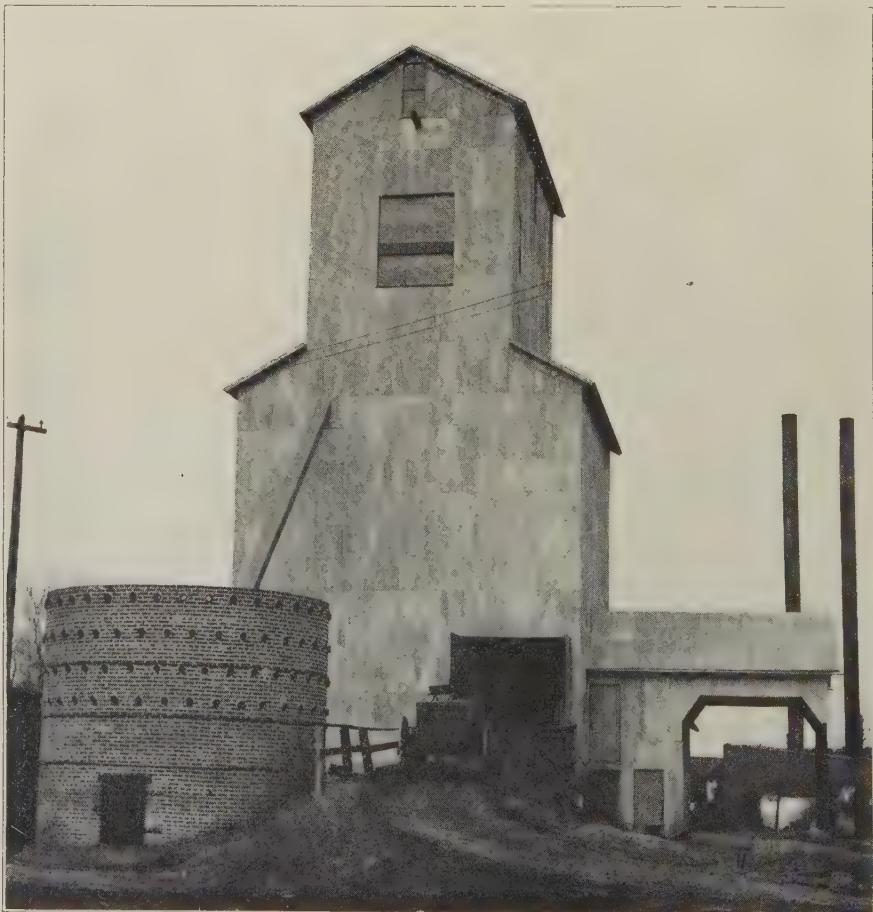
"The rule was originally proposed for the purpose of controlling our own members; limiting the hours of trading, so that the early afternoon mails could be used to best advantage in distributing quotations also that the competition might be fair and honorable, and of such character that all parties receiving bids would have the guarantee that they were the best bids going out of Chicago from Board of Trade firms. Previous to the adoption of the rule country dealers were in ignorance as to best prices which might be obtained for grain to arrive and complaints were often made that certain dealers were being favored to the disadvantage of others who were located in the same town and handling the same kind of grain.

"Several conferences have been held between the Federal authorities and representatives of the Board of Trade during the past three years. Local representa-

tives of the Government have been invited to visit our Exchange and investigate the methods used, so that they might understand the actual workings of our Call market, and it was the impression of Board of Trade officials that these representatives thought that while technically the rule might appear on its face to be in restraint of trade, the actual operation was found to create an open and competitive market among Board of Trade members and their customers.

"The rule was adopted by ballot vote of the membership and of necessity it must remain in operation until rescinded or the courts have issued an injunction, or a decision has been rendered that the rule is unlawful. A big proportion of the membership who are interested in the handling of grain to arrive are very anxious that the courts give us a favorable decision. Only a small number of the members have ever questioned the legality of the rule."

CROP YIELDS per acre during the past 20 years have been gradually increasing. The United States Department of Agriculture, after a careful study of the crop yields extending from 1866 to 1912, shows that, altho the production per acre has varied widely from year to year, there was a downward tendency until 1890, but that since then there has been a steady trend upwards. This increased production per acre is true of the United States as a whole and for most of the states. This indicates that it is not due to the shifting of production from one section of the country to another. This same tendency to a heavier yield per acre is also found in most of the civilized countries of the world.



Cob Burner and Elevator of Central Illinois Grain Co., at Greenview, Ill.
(See facing page.)

THE DISPOSAL OF COBS.

Corn cobs continue to be a great drug on the market in small towns of the corn surplus states. Still comparatively few grain elevator operators are willing to invest \$1200 to \$1500 in facilities for burning the refuse. However, some consider the cob burner a necessity.

Illustrated herewith are two cob burners constructed last fall at Greenview, Ill., a town of about 1000 inhabitants on the C. & A. R. R. Both burners are about 18 ft. in diameter and the taller is 20 ft. high. Each has 4 rows of 3 inch tile penetrating its walls, so as to prevent quick crumbling of the walls from the intense heat.

The new iron clad elevator is owned by the Central Illinois Grain Co. and has a capacity of about 20,000 bus. It is managed by Geo. Rayburn, the local agent for the company. The other elevator has a capacity of about 17,000 bus., and is owned by the Farmers Elvtr. Co., J. H. Henry being manager.

When someone provides a machine for quickly and cheaply splitting cobs longitudinally, the farmers will haul them back to the farm and use them for fertilizer. When the cobs are split open they rot quickly and inasmuch as the farmers could obtain them for nothing it would seem that they should be glad to relieve the elevator man of the refuse.

A GRAIN elevator is to be constructed in the southern part of Russia, in the province of Feodosia, in compliance with a suggestion offered by the Minister of Ways and Communications. The storehouse is to be brick, with a capacity of 12,000 tons of grain, and having trackage facilities for from three to five cars. The estimated cost is \$225,000, reports Consul General J. H. Snodgrass, of Moscow.



Cob Burner of Farmers Elevator at Greenview, Ill.

Fotograf by Williams (See facing page.)

SHIPPERS SHUD MAKE CAR

Grain Tight.

F. F. Clapp, weigher for the Milwaukee Chamber of Commerce who inspects many cars upon their arrival in that city, makes the following timely suggestions in *Doings in Grain* for country shippers:

When there is a scarcity of cars fit to load with grain and everything in the shape of a box car is put into commission, shippers of grain should use extra care in coopering the cars before loading.

The floors, particularly over the draft irons and linings of all cars, should be carefully examined for breaks, cracks or openings of any kind, and when found should be covered with pieces of burlap or cotton cloth and this covered with a piece of board in an effort to make the car grain tight.

Cars with broken doors or end posts should not be loaded with grain.

Fasten all end doors or windows on the inside and board up the casings to the top.

Close up all cracks at corner posts on inside, with strips of burlap and board, as the pressure of the grain against the sheathing above the lining sometimes makes an opening three-quarters of an inch, and two feet long.

Remove all old bent over nails in the door casings or pound them down flat. If they are not removed fasten a board to the outer edge of the casings before fastening the grain doors so that they will fit tight.

Make all grain doors double to the height of the load and single ten to twelve inches above, bracing them well at the middle of the inside. If the door sills are not iron, fasten the bottom of the brace with a cleat.

Every foot of the outside sheathing of the car should be carefully examined for

loose boards and when found should be well fastened at the sill.

If section of the sheathing is in such bad shape that it cannot be made tight with nails alone, a strip of burlap should be fastened to the under side of the sill and lapped up over the sheathing and this in turn covered with a piece of board.

Never use spikes in fastening grain doors, use eight or ten penny nails, they cost less, drive easier and the doors can be removed easier and in less time when the cars are to be unloaded.

After the car is loaded, make a second careful examination of the outside sheathing, tapping it with a stick, especially over the draft iron and if any leaks are found they should be closed up before the car is allowed to leave the elevator.

Cars coopered in this manner unless badly damaged on the road, or in the railroad yards, will reach destination without any loss of grains.

COMMISSION MERCHANTS

Not Always Liable for Freight Charges.

The decision given by the Supreme Court of New York in December, holding a commission merchant for the freight charges after he had sold the consignment and settled with the shipper on the basis of the lower freight charge first erroneously collected, has been widely quoted as an instance of judicial injustice, but this inference disappears on a close reading of the decision.

The shipper and owner, one Franklin, of Adairsville, Ga., shipped peaches to Titus Bros., New York, who sold them and after deducting the commission, freight and expenses remitted the balance to Franklin. Titus Bros. paid the full amount of charges demanded by the railroad company, \$488, being assessed at 80.2c per 100 lbs., when the true rate was 81 cents. The railroad company discovered its error 15 months later, and brought suit to recover \$3.45.

Judge Lehman said: When the consignee accepts the goods from the carrier and thereby deprives the carrier of their possession and of his lien upon it for his freight, I do not think that the consignee should be permitted to claim that he has no interest in the property, and compel the carrier to look to others for payment of his freight.

Altho the consignee was merely the agent of the consignor it is undisputed that this fact was never made known to the carrier, in this case, and therefore the rule that the consignee cannot be held liable is not available to the consignee; "but in order that the foregoing rule, that the consignee, when acting as agent for the owner, cannot be held liable for the freight, may be available to such consignee when the demand is made upon him, it must appear that the fact of such agency was in some manner disclosed to the carrier."

To avoid paying the undercharges after having settled with the shipper the receiver need only give the carrier the name of the shipper. 138 N. Y. Supp. 325.

A NEW WHEAT species, introduced by the Cambridge University School of Agri., England, produced 64 bus. to the acre on the farm of W. R. Elgar, Canterbury, Eng. Two years ago he purchased 8 bus. of seed at \$5 a bu. The first year crop was 349 bus. Planting all of this, Mr. Elgar had a crop of 6,160 bus. last season, which he sold for £8,332.

RUSSELL LUMBER CO.'S 1913

Elevator at Gorham, Kan.

The progressive grain dealer of today who undertakes the erection of a new elevator, gives close attention not only to the cost of construction, but also to the convenience of operation, the cost of maintenance and the elimination of fire hazards. He recognizes his opportunity to reduce the cost of handling grain from wagons to cars as well as the chance to place all grain received in prime marketable condition before loading.

Few Kansas stations can boast of a more convenient, labor-saving elevator than is now being completed at Gorham, Kan. No expense has been spared to secure conveniences or equipment which will facilitate the work of the operator. The main building is of studded construction 42x30 ft., 36 ft. to the plate. The studding is of three sections, well rodded, 2x8s being used in the first and 2x6s in the second and third sections.

The cupola is 20x12 ft. and 18 ft. high, 2x6 inch studding being used in its construction. The building is covered with galvanized iron siding 28 gauge, and the roofs are covered with No. 28 galvanized iron shingles.

The foundations are of heavy concrete construction. The floor of the basement is covered with 6 inches of concrete, the inclined walls of pits with 4 inches of concrete. The inclined floor of the car receiving sink, in addition to the 4 inches of concrete, is faced with one inch of pure cement.

The driveway thru one side of house is 14 ft. wide by 30 ft. long. It contains one dump by means of which grain is dropped to either of two large hopper bottomed sinks underneath. Both sinks are lighted by a window. The floor of the driveway is constructed of 2x12s supported on heavy joists which are doublled along both sides of each dump log full length of driveway.

The building contains 15 hopper bottom bins. Grain from the receiving sinks under driveway and from the bins is spouted direct to a Hall Non-chokable Boot in the deep basement; while grain from the combination car receiving sink and bin under the cleaner is conveyed to the same boot by means of a 10 in. spiral conveyor. The grain is elevated to cupola from this boot by means of a Hall Leg equipped with 8x6 inch cups. The power for the leg is transmitted from the line shaft in the basement to a 60 in. head pulley which is covered with rubber, by means of a 7/8 in. Manila rope running thru a three grove sheave, 40 inches in diameter. Power from this sheave is transmitted to the head pulley by means of spur gears.

The grain elevated by the leg is dropped into a 15 duct Hall Distributor or direct to loading spout, which leads to a telescoping flexible spout on the track side of the house. A wire rope indicator on the first floor enables the operator to divert grain to any bin desired without going to cupola.

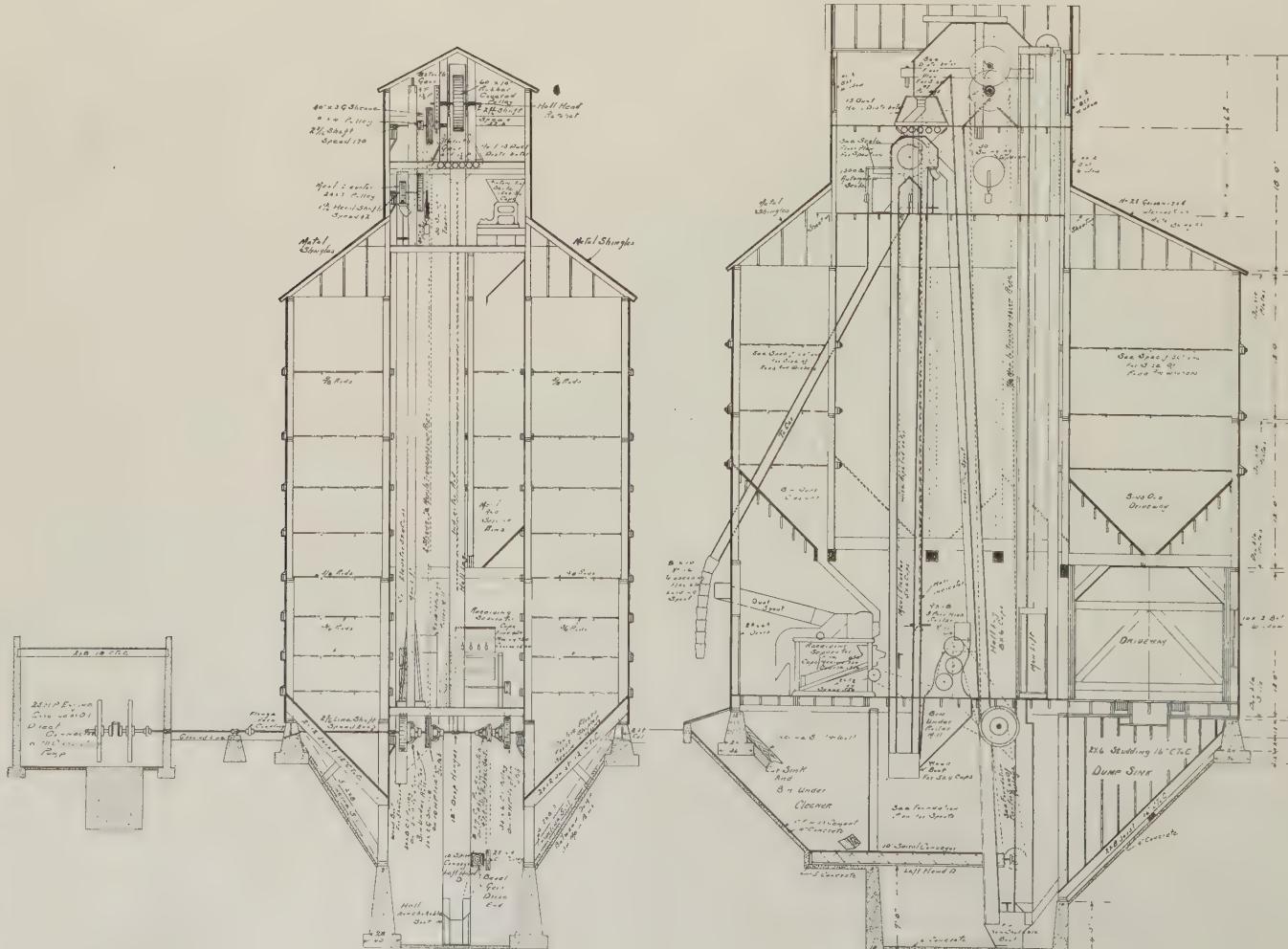
On the first floor of cupola is a 1,500 bu. Fairbanks Automatic Scale. On the

first or working floor proper is one 3 pair high roller mill, equipped with 9x18 inch rolls and a 1,500 bu. cleaner, with dust pipe exhaust to railroad side. Underneath the roller mill is a small hopper bottomed bin, so arranged as to drop its contents to the boot of a meal elevator leg in the basement. By means of 5x4 inch cups the meal is elevated to first story of cupola and dropped to the bins desired. A man-lift affords easy communication between the working floor of elevator and first floor of cupola.

The power house is 10 ft. adjacent, constructed of concrete with no openings on side next to elevator. It contains a 25 h. p. Fairbanks Morse oil engine with circulating pump for cooling cylinder. Power is transmitted to basement of elevator by means of a line shaft 2 7/16 inches coupled direct to journal of engine. Each machine and leg can be cut out by means of a friction clutch. All pulleys are of iron, key-seated and set screwed to shafts, leather belts being used for drives.

If the operators of this plant do not find real enjoyment in their work, they do not belong in the grain business. The plant was designed and erected for the Russell Lumber Co. by Morley Bros., Haden & Plott.

THE OAT BIN of R. D. Harrold, Burlington, Kan., yielded \$3,200. Several weeks ago Harrold was killed by a horse. He had never deposited money in banks, and after his death his relatives made a systematic search of his home. On Feb. 18 the money was found in an oat bin.



End Section—Russell Lumber Co.'s 1913 Elevator at Gorham, Kan.—Longitudinal Section.
(See facing page.)

Grain Carriers

The Harriman Lines have ordered 3,100 box cars.

The Norfolk & Western Ry. will build 6,500 cars.

The river and harbor appropriation bill was reported in the Senate on Feb. 14.

On Feb. 14 the House shipping trust investigating com'ite inquired into southwestern traffic matters.

The Senate com'ite on interstate commerce tentatively agreed Feb. 17 to amend the railway valuation bill so as to include telegraph and express companies and other interstate carriers.

Suit has been filed against the Missouri Pacific Ry. by the McDaniel Milling Co. of Carthage, Mo., for damages to corn meal and corn chop shipped by that road and spoiled while in transit by water leaking thru the roof of the car.

Boats are being chartered by Chicago elevator men to load corn for spring shipment. A recent charter was made for 200,000 bus. at 1 $\frac{3}{4}$ c to load by March 15, and store and deliver in Buffalo in the spring, and at 1 $\frac{1}{2}$ c to load after March 15.

The proposed advances by the Pere Marquette in "break bulk" rates on grain and grain products from Milwaukee, Manitowoc, and Kewaunee, Wis., to the Atlantic seaboard have been postponed by the Interstate Commerce Commission until Aug. 19.

Grain rates from every station in Kansas, Oklahoma, and Nebraska to the principal basing points in the Middle West have been compiled and issued in book form by H. G. Wilson, transportation commissioner of the Kansas City Commercial Club. The book is especially arranged for ready reference and will be kept up-to-date by the issuance of supplements and revisions.

Harold R. Wakem, forwarding agent of Chicago, who pleaded guilty to accepting rebates from the Chesapeake & Ohio Railroad, on Feb. 17 was fined \$1,500 and sentenced to one day's imprisonment. At the same time Judge Mayer in the Federal Court at New York fined Wm. L. Divine, foreign freight agent of the railroad, who gave the rebate, \$15,000.

A rate of 21c per 100 lbs., carload lots, on distillers' dried grains from Stanley, Ky., to Akron, O., is declared unreasonable by the Interstate Commerce Commission in an opinion handed down January 7 in the case of Dewey Bros. Co. v. L. H. & St. L. Co. et al. The Commission ordered the railroad to establish a rate of 15c on this commodity between Stanley, Ky., and Akron, O.

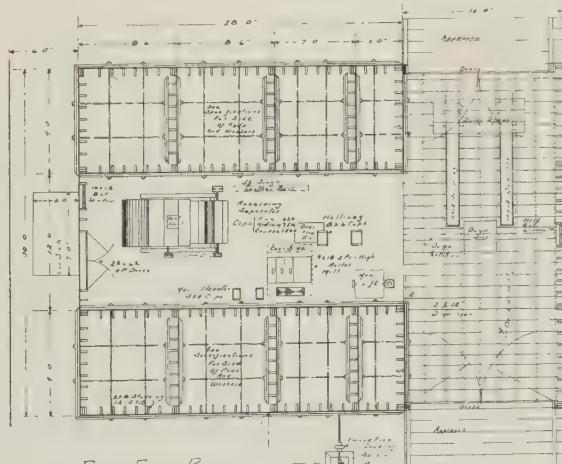
The Interstate Commerce Commission has ordered the suspension of the advances in grain rates to Chicago and Milwaukee from stations in South Dakota, Minnesota and Iowa, which the carriers had published to become effective Feb. 15, according to W. M. Hopkins, mgr. transportation dept., Chicago Board of Trade. The order of the Commission fixes the date of suspension of all the rates involved until Aug. 8. The railroads involved are the C. & N. W.; C. G. W.; C. M. & St. P.; C. R. I. & P.; Gt. Nor.; Ill. Cent.; Minn. & St. Louis; and C. St. P. M. & O.

The Interstate Commerce Commission on Feb. 3, in the case of Texhoma Mill & Elevator Co. v. C. R. I. & P. Ry. Co., decided that a rate of 2 $\frac{1}{2}$ c per 100 lbs. for the transportation of grain in carloads from Texhoma, Okla., to Texhoma, Tex., is not unreasonable. The two towns are contiguous, being divided by the Oklahoma-Texas state line. The rate of 2 $\frac{1}{2}$ c amounts, on the average, to about \$16 per car. The complainant contended that the movement from their mill across the state line is a switching movement only. The defendant maintained that the movement involves a line haul for which they are entitled to a reasonable charge, and that the rate charged is lower than is prescribed either by the Oklahoma or the Texas commission for distances under five miles.

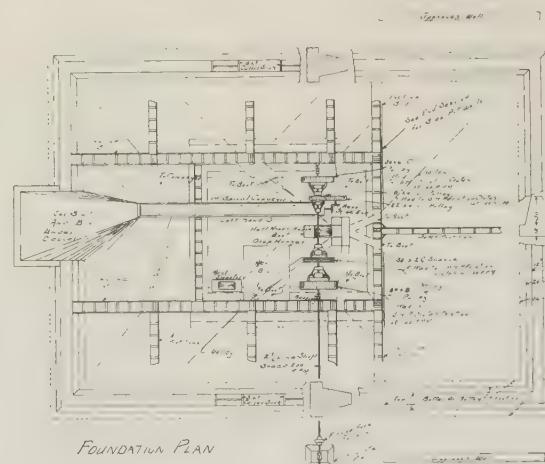
The National Industrial Traffic League has created the position of assistant secretary to handle exclusively traffic and transportation matters coming under the League's work. Mr. D. F. Chindblom has been appointed to this position. He will have offices in the Tacoma Bldg., Chicago.

The dissolution of the Great Lakes Towing Company was ordered by the United States Circuit Court at Cincinnati, recently. Alleging that the company was a monopoly in restraint of competition, as it controls 95% of the towboats, the suit was filed by Wm. L. Day, United States District Attorney, on June 18, 1910. Subsequent hearings followed in practically every port of the great lakes. Nearly every phase of the anti-trust act is said to have been violated by the monopoly.

Indiana grain dealers and millers have won their fight against the railroads to secure the same milling-in-transit privileges which are extended to points west of the Indiana-Illinois state line and south of the Ohio River. In a decision given Feb. 7 in the case of the Indianapolis Freight Bureau v. the Big Four Ry., the Interstate Commerce Commission ordered that the railroads readjust their tariffs in order to end the discrimination against Indiana points. Under present conditions grain may be clipped, cleaned, or otherwise treated at Champaign, Ill., and after moving thru Indianapolis to Cincinnati, may reach Atlanta or other points in the southeastern rate territory under shrinkage rates; grain from Illinois may pass thru Indianapolis and be clipped, cleaned, or otherwise treated at Cincinnati, and move thence to points in the southeast also under shrinkage rates; but grain coming from the same territory and passing over the same route to the same destination, if cleaned, clipped, or otherwise treated in Indianapolis or some other point in Indiana, must take the local rate from Cincinnati instead of the shrinkage rate. As a result, the Indiana grain dealer or miller is under a disadvantage of 2c, compared with the dealer in Illinois or Cincinnati.



FIRST FLOOR PLAN



FOUNDATION PLAN

Seeds

The Twin Falls Seed Farm Co. with a capital stock of \$100,000, has been organized at Twin Falls, Ida.

Seed adulterated or unfit for seed will not be allowed interstate shipment if a bill introduced by Senator Gronna Feb. 7 in Congress passes that body.

J. H. Everett & Son, Atlanta, Ga., wholesale seed dealers, have doubled their storeroom space. The firm will hereafter do business as the Everett Seed Co.

Minneapolis received 1,450,480 bus. of flaxseed and shipped 296,580 bus. during January; compared with 530,790 bus. received and 141,710 bus. shipped during January 1912.—John G. McHugh, sec'y Chamber of Commerce.

Howard Nash has purchased the stock of L. B. Ransom in the Champaign Seed Co., Champaign, Ill. The company's capital stock will be increased and the business conducted on a larger scale. B. C. Henness will continue as gen. mgr.

A shipment of alfalfa seed weighing 22,900 lbs. was made by Mahoney & Poe, Tulare, Cal., to the Germain Seed Co., Los Angeles, on Feb. 14. The seed is select stock and is believed to be the largest consignment ever made from Tulare County.

The world's championship in alfalfa at the National Corn Exposition at Columbia, S. C., which closed Feb. 5, was won by A. B. Lyman of Excelsior, Minn., on Grimm's alfalfa seed which won the prize two years ago. Frank Stifter of Kokato, Minn., won the flaxseed prize.

H. E. Krueger of Beaver Dam sold a Madison, Wis., wholesale seed concern 2,800 bus. of Wisconsin pedigree oats No. 1 for \$2,800 on Jan. 31. The oats were grown on 35 acres. Mr. Krueger, who is a graduate of the Wisconsin college of agriculture, is known as one of the largest pure-bred seed growers in the world. He has taken many of the world's championships for pure-bred grains at national and international shows. Mr. Krueger is also a member of the Wisconsin legislature.

Illinois produced 72,442 bus. of timothy seed; 36,916 bus. of clover seed; 23,915 bus. of Hungarian and millet seed; and 69,828 bus. of castor beans in 1912, compared with 46,135; 43,282; 17,452; and 75,647 bus., respectively, in 1911, according to a report made by J. K. Dickirson, sec'y., Illinois State Board of Agri., Springfield, Ill. It is interesting to note that exactly the same area, 5,819 acres, was planted in castor beans in the years 1911 and 1912, but the yield in 1911 was 5,819 bus. greater.

The timothy seed market recently has declined from 40 to 50c per hundred. Offerings are too heavy and the severe weather is against the Spring demand. Prices are reasonably low and it should lead to considerable investment buying. The unexpectedly heavy crop of 1912, following the crop failure of the season before, is likely to result in the harvesting of fewer acres next year. Timothy meadows as a whole are said to be in rather poor shape and a good deal of seed required. Prices are probably low enough for the present and the decline is apt to shut off the movement.—Somers, Jones & Co.

A bill is before the Minnesota Senate, which, if passed, will mean that all seeds for agricultural purposes shall be labeled to show the germination test, and the weed seed content.

Missouri in 1912 harvested 408,870 bus. of sorghum seed from 19,470 acres; 29,700 bus. of clover seed from 14,854 acres; and 74,436 bus. of timothy seed from 18,609 acres, as reported by T. C. Wilson, sec'y Missouri State Board of Agriculture, Columbia, Mo.

The Northfield Seed & Nursery Co., Northfield, Minn., plans to erect a seed corn drying house of 12,000 bus. capacity next summer. It will sell seed corn raised in the vicinity of Northfield under the trademark "Northfield Pedigreed". The co.'s highest grades of clovers and grass seeds are sold under the brands "Carleton" and "St. Olaf".

Chicago received during the week ending Feb. 21, 1913, 946,000 lbs. timothy seed; 82,000 lbs. clover seed; 164,000 lbs. other grass seeds; and 14,000 bus. flaxseed; as compared with 371,700 lbs. timothy seed; 143,600 lbs. clover seed; 232,500 lbs. other grass seeds; and 24,100 bus. flaxseed received during the corresponding week in 1912. Shipments for the week amounted to 485,000 lbs. timothy seed; 87,000 lbs. clover seed; 373,000 lbs. other grass seed; and 5,000 lbs. flaxseed; compared with 317,800 timothy seed; 142,200 lbs. clover seed; 390,500 lbs. other grass seed; and 20,800 bus. flaxseed for the corresponding week in 1912.

Toledo during the week ending Feb. 21 received 705 bags of clover seed and shipped 1,867 bags, compared with 520 bags received and 1,625 bags shipped during the corresponding week a year ago. Receipts for the season were 41,048 and shipments 23,040; compared with 28,139 bags received and 21,172 bags shipped last season. Alsike receipts amounted to 18 bags, compared with 400 bags during the corresponding week of 1912. Shipments amounted to 192 bags. Timothy receipts amounted to 1,169 bags and shipments to 788 bags. Timothy receipts to date this season amounted to 45,284 bags compared with 32,765 bags for last season; shipments for the corresponding period amounted to 28,919 bags; against 10,043 a year ago.

This has been an exceptional season for clover and timothy seed. Timothy seed was sky high last year and exhausted everywhere. This season there is a very large crop almost everywhere and prices are very low. There will be a surplus carried over in many sections. There has been some March liquidation, but there is more to come. Fresh bulls may be attracted by the price. Timothy seed shrinks and is liked by the mice. Red Clover has the strongest foreign situation in years. Imports will continue very small. Last March they were very large and broke prices. New law will keep out some of the undesirable seed. Canada will need some good seed. Southern demand has been good. Eastern buyers will come west instead of taking foreign seed and dictating the price. A few sections East have a good crop. Western demand should be good. Farmers have been trading more among themselves than usual. March liquidation started early. Scattered longs selling caused the break. There is still some liquidation to come, both by longs and shorts. If longs take the seed and ship out there will be advancing markets. Large longs are still hopeful and have increased their lines on the decline.—C. A. King & Co.

Members of the Hamilton County Farmers Institute met at Blue Ash recently and adopted resolutions asking that the Ohio Legislature adopt a "pure seed law." It is claimed that a poor quality of seed has been frequently sold to the farmers.—S.

March clover seed at Toledo has been down to \$11.90 and on the decline many who have been looking for a \$14 price became frightened and sold out, and in some cases have even gone short. There is always more or less talk about big holders and is now. We, of course, have more or less March bought for large seed concerns, some of it at much lower prices than prevail now. No doubt, other houses have the same thing. Some of these large holders have not sold, in fact, most of the selling this week appears to have been for scattered longs but whether or not it will be proven that the scattered longs have done the right thing, remains to be seen.—J. F. Zahn & Co.

The Gronna seed bill now being considered by the Senate com'ite on agriculture would seriously interfere with interstate traffic in seeds. This bill, which is practically a duplicate of the new Seed Importation Act which became effective Feb. 24, provides that seeds of all clovers, timothy, and all mixture of field seeds may not be shipped from one state to another: (1) if they contain more than 3% of all kinds of weed seeds by weight; (2) if they contain more than one seed of dodder in five grams; (3) all seeds to be shipped from one state to another shall germinate 90%. If this bill were to become a law, it would be impossible for farmers and small dealers to ship seeds from one state into another because of the lack of cleaning and testing facilities. No state is able to produce all the seeds it needs every year and is obliged to import annually from other states large quantities of seeds. The elimination of the farmer and the small dealer would greatly reduce the competition in seeds and work a hardship on the buyers. The bill also would prohibit all shipments of cleanings from point of origin into another state.

New Montana Seed Law.

The new Montana seed law has been signed by Gov. Stewart and will become effective Jan. 1, 1914. The law covers every kind of seed adapted to that state. It requires that the container must have a printed statement giving the common name, approximate per cent. of germination, variety of strain, approximate per cent. of weight of quack grass, fan weed or French weed, mustard, wild oats, and dodder, if any such are found in the seed. It must also give the approximate weight of all foreign seed combined in such agricultural seed and the approximate per cent. of weight of sand, dirt, broken or shriveled seeds, sticks, chaff, and other inert matter; the county in which such seed was grown, if grown in Montana, and the full name and address of the seedsman, importer, dealer or agent or of other person, persons, firm or corporation offering or exposing the seed for sale.

The law also applies to any person selling agricultural seed direct to merchants to be cleaned or graded before being offered for sale for the purpose of seeding. Such seed must be plainly marked on the outside of container "not clean seed". Seed marked "not clean" is to be held or sold for export outside the state only.

The director of the state grain laboratory is required to analyze seed sold or offered for sale in Montana, and any citizen may have seed tested free of charge (not including transportation charges).

Any person found guilty of violation of the act is liable to a fine of not less than \$10 nor more than \$100, and upon the second conviction, not less than \$100 nor more than \$500.

From the Seed Trade.

Ft. Wayne, Ind.—The acreage of seed in this vicinity is materially less on account of the failure of the wheat crop. We do not think there will be very much seed carried over owing to the high price this season.—Stiefel & Levy.

Louisville, Ky.—The general impression among the seed trade is that there will be quite a quantity of all seeds carried over this season with the exception of red and alsike clover. As growing conditions are excellent, the general tendency we think, will be for very much lower prices next season.—National Seed Co.

McFall, Mo.—We think there will be an increased acreage in northwest Missouri of the following seeds: clover, alsike, timothy, alfalfa, blue grass, etc. There will not be any quantity of seed carried over from last season's crop except timothy, of which thousands of bushels will undoubtedly be held over.—Hyde Seed Farms, J. S. Hyde, mgr.

Gibson City, Ill.—Many dealers, taking advantage of last season's enormous crop of timothy seed, are buying for investment to hold several years. Next to millet seed, timothy seed appears to be a good investment. The three crops with large amounts to be carried over are millet, timothy, and blue grass seed. Minnesota and Wisconsin had large amounts of fine clover seed this year, with Illinois and Iowa the best prospective buyers. Indiana and Ohio will trade with each other. We look for a good late clover demand from the East, as New York import stocks are practically nil. Alfalfa was a crop of fine quality and will pull the price of sweet clover seed up along with the demand.

The alsike supply is just enough below demand to keep the price high. Next season is distant, but we do not find any dealers who intend to carry over clover seed. This year's clover stand in oats and wheat gives promise of fine stand for seed next year, and we look forward to moderate prices. Naturally not much timothy will be cut for seed, but enough to keep prices down, unless we have another drought. Alfalfa seed acreage will be larger next year. We look for the blue grass acreage and production to be below average, but the last crop will do for two years. March clover is attracting attention now, and we are lined up with the bulls. Fancy seed, free from buckhorn, such as Illinois farmers want, is scarce, and they will, and are, paying \$15 per bu.—Oxley Seed Co.

Faribault, Minn.—The areas sown to timothy, mammoth and alsike clover remain apparently the same from year to year as farmers in this locality follow a regular rotation of crops. The clover crop depends entirely upon the catch as circumstances are often unfavorable. We have had an unfavorable and open winter so far with no snow and not much thawing. Apparently clover and winter wheat are not damaged to any extent, but with no snow on the ground, a hard spring on clover and winter wheat can be expected. Considerable clover seed was produced in this section last season, most of which was of only fair quality. Some high priced timothy was carried over from last year by dealers. Farmers were fortunate enough to let go in time. It is very plentiful this season and a large quantity will have to be carried over. The low price for timothy and seed will not affect the area sown next season, but the timothy will undoubtedly be cut for hay. Timothy is not considered a paying crop where diversified and dairy farming are carried on, as is done here.—Wm. Kueker, mgr., Farmer Seed & Nursery Co.

NEW VARIETIES OF OATS and Barley.

The accompanying engraving shows the new varieties of oats and barley which G. W. Overton, Coutolenc, Cal., has produced. By crossing Russian red oats with both white and black California wild oats, Mr. Overton claims to have bred a greatly improved variety.

"The grains produced on these double-headed stalks," states Mr. Overton, "are of an excellent quality, being large and well developed. The measurement for a single stalk of barley (one of the best specimens), was 9-in. of head, consisting of three heads, being about three times the yield of a good average single-headed stalk grown on the same land." The cultivated oats measured 17 inches, having four heads, altho the heads lapped each other. The wild oats, with five heads, measured 25 inches; the grains looked more like cultivated than wild oats.

The stalks of both the oats and the barley are very coarse and stiff, and of medium height. The stems on which the grains grow are unlike the stems of the original single-headed species. Instead of being round, soft and pithy, they are hard, flat and woody, with but little pith. The stems are thus strong enough to carry the head without drooping. This prevents any loss due to heads drooping so low as to escape the harvesting machinery.

Mr. Overton states that the specimens pictured are not among the best, as cattle broke into his experimental field and ate all of the large heads.



New Varieties of Oats and Barley Bred by G. W. Overton, Coutolenc, Cal.

Annual Meeting Kansas Grain Dealers Association at Kansas City

The 16th annual meeting of the Kansas Grain Dealers Ass'n, which was held in Kansas City, Mo., Feb. 11-12-13th, was well attended. Most of the dealers had enjoyed a good year and were in good spirits. Three of the four sessions were well attended, the afternoon session of Lincoln's birthday being the one disappointment in attendance. It is said, the theatres were well attended that afternoon. The local receivers did most of their entertaining evenings. An interesting program was well carried out.

The first session was called to order in the Coates House Tuesday at 2:45 p. m. by Pres. W. C. Brown of Beloit, who introduced Geo. A. Aylesworth, vice-president of the Board of Trade.

Mr. Aylesworth welcomed the dealers to their city and told of the value of cooperation for better trade methods. He also spoke at length of the worth of the work of the Crop Improvement Com'ite and of the pleasing results.

In responding Pres. Brown commended the recommendations of Mr. Aylesworth and the hospitality of the Kansas City Board of Trade.

Pres. Brown read the following address:

President's Address.

Gentlemen, I congratulate you at this time, reaching, as we do now, another milestone in the history of our association as well as our lives and business careers. The past year has been one that has had its manifold blessings—its regrets at things we ought not to have done and at the many good things we have left undone. Old Mother Nature has been most kind to the great majority of us, blessing our communities with large and bountiful crops of grain, and, I hope, much increase to the bank account of each and every individual. It has been a year of bright success for the Association.

The "Inspection" Case: I presume all of you know of its results by the generous return to your private exchequer of the unlawful fees retained by the state. In all about \$24,000 has been returned, and couple this with the amount you received from the payment to you of the 100 pounds wrongfully taken from you and you will realize that stock in the shape of a membership certificate in the Kansas Grain Dealers' Ass'n under the splendid leadership of our invincible Smiley is better than stock even in a Farmers' Elevator or a First National Bank.

Another inspection bill is up before our legislature which provides for a reduction in the fees, making it optional with the shipper as to whether inspection shall be had or not and also making the state responsible for its errors, if it commits any, so that you will only have one inspection fee to pay instead of several as sometimes happened under the old law. I had hoped to see some way devised whereby we might eliminate the one man inspection department, as some of us know it is almost impossible to ship TWO wheat into some of the markets where inspection is controlled by one man, who, in turn is influenced more or less by the local miller, or millers.

Kansas City has given us a practical demonstration of her ability to take care of this department in its well conducted sampling rooms under Mr. Ware. No, I do not presume that you have ALL been satisfied, but the work is done under proper conditions with a good light and a force of good men, far superior to the old way of inspection in the car, no matter by whom it is done. I do not care to throw any bouquets at Mr. Ware, but when a man has done his duty faithfully and conscientiously, as I believe he has, under present conditions, I think he should be given the glad hand and that we should wish him well. Taking into consideration all of the various methods employed by the different political parties to fasten upon the public a set of political parasites, it is well for us to commend the work of this particular department.

Our scale inspection department: Members are beginning to realize its value. A well balanced, accurate scale properly installed and kept in good condition is one of the best assets the country shipper can have. There is only one way to have them right and that is to have them looked after by a competent scale man. I know of one scale that cost the owners more than \$3,000 before they found out just where they were and in the meantime it threw suspicion and discredit on their competitors. I would like to see the territory organized into districts, a competent man put over each district, and the hopper, automatic and wagon scales inspected thoroly at least once every six months. It is the best money you can spend.

While we are touching on the scale proposition, it might be well to say that some of the interior mill and elevator weights are mighty bad. At one point, and it is quite a large milling center, the railroads are considering the advisability of refusing to settle for freight on the UNLOADING weights—it is losing them too much money.

How about the country shipper who gets caught in the toils of these fellows? I hope we will be able to devise some ways and means whereby the Ass'n by its co-operation can put every crook out of business.

The McCumber bill has some provisions requiring certification and inspection of grain before unloading. That is a matter in which you are all vitally interested. For quite a long time the Interstate Commerce Commission has been receiving numerous complaints in regard to the shrinkage of cars of grain and hay and has been holding a series of investigations. There was one in session Jan. 21 in Pittsburgh. Among the witnesses was Mr. Limbarger, the chief of the inspection bureau of the Trunk Line Ass'n. Mr. Limbarger was questioned about these shortages that had been reported, was asked how serious they were. I quote from the Pittsburg Post: The witness stated that a shipment of barley, containing 1,200 bus., to the seaboard was found to be short 518 bus. To what do you attribute this shortage? was asked by the Commission. We have failed to discover, was the reply. Do you think there is a shrinkage to the grain in any manner? No, I don't. My candid opinion if you want it, is that the grain elevators are stealing the grain. It is just such statements as that, of men in Mr. Limbarger's position, which causes the Interstate Commerce Commission to institute an inquiry in regard to the weighing of grain. I saw Mr. Limbarger and asked him: "Did you make that statement?" He said, "Absolutely." I said: "Did you mean it?" He said, "I came down here to make it." He said, "There is somebody crooked in the grain business and we are going to get them."

Much as some of our friends (?) dislike it, we are drifting, not only towards Federal Inspection of the grain and its products, but also towards Federal supervision of weights. Man's greed has ever been his stumbling block and the old saying, "If you give the devil enough rope he will hang himself," is fully exemplified in the history of all wrongful acts.

It is not possible for the fellow in the country to be ALWAYS wrong and the miller or terminal elevator ALWAYS right. To know you are right and then go ahead is the thing for us to do—put our scales in good condition, operate them honestly and then see that the habitual short-weight fellow at the other end is looked after in a careful and painstaking manner. I would like to see some recommendation regarding the handling of this matter submitted to this convention.

The voice of the scoop shoveler has been heard in the land this season—more, it seems to me, than usual. I have great regard for the firms refusing to handle this kind of business and a wholesome disregard for the welfare of the firms who handle this sort of dope and then expect regular dealers to favor them with their business.

The grain journals are good dispensers of news and a line or two addressed to them giving number of car, by whom and to whom shipped, would be a source of information to other dealers.

The reading of the minutes of the last annual meeting was dispensed with.

Sec'y E. J. Smiley read his annual report:

SECRETARY'S ANNUAL REPORT

In submitting my 16th annual report, I must review the work done during the year, the most of which has been submitted by monthly bulletin to all members of the association.

Nature has been kind to the southwest, and this territory has produced a bountiful crop of wheat, which was nearly all of good quality at the time of harvest. But owing to unfavorable weather conditions during the latter part of the harvest, a large per cent of the headed wheat in certain sections of the territory, and the carriers neglect or inability to furnish box car equipment to move the grain as rapidly as offered, caused considerable loss both to farmer and grain handler. The question naturally arises in this connection, who was directly at fault for the greater part of this loss, and could it have been avoided? We believe that the carriers could have prevented part of this loss by anticipating the demand for equipment and put into condition much of their rolling stock that they permitted to remain on side-track until the harvest was assured.

Indifference of the general merchant to the public well-fare. In practically every town I visited during the free movement of wheat from the farms, when box cars were scarce and commanding a premium, I found from one to six standing on side track, loaded with lumber, lime, building material, etc., and the local merchant was making little or no effort to have these cars unloaded within the free time, offering as his excuse, that labor was scarce and he would rather pay the demurrage after free time had expired, than to be put to the trouble and expense of securing extra help.

I found cars of 80 and 100,000 pounds capacity set to track loaders at points where three to five elevators of 15,000 to 20,000 bus. capacity were located and these elevators filled to the roof. Two to four days were required by these track loaders to load these cars. The question arises whether it would not be for the best interests of all concerned for the southwestern states to legalize a reciprocal demurrage charge of at least \$3 per day for the detention in loading and unloading of all car equipment. That there is no surplus of box cars in the United States today and that the roads are not making any special effort to increase this class of equipment, makes this a very serious problem for the grain trade. In June, 1909, the legislature of California enacted a statute containing a reciprocal feature fixing the demurrage rate on state shipments at \$6.00 per day. This rate was continued in force until May, 1911, at which time it was superceded by a rate of \$3.00 per day under an order by the California Railroad Commission, and which has later been approved by the I. C. C. on inter-state shipments.

A signal victory was won by our association the past year, when the Supreme Court of Kansas held the Kansas law governing inspection and weighing of grain into and out of elevators in Wyandotte County, null and void. This decision was far reaching in its effect, and as a result the Kansas Inspection Department, so far as Wyandotte County is concerned, was put out of business and the Chief Grain Inspector discharged, all of his employees, but his chief clerk and one deputy. There was no inspection department in existence July 1st to handle the vast volume of grain to be shipped from Oklahoma, Colorado, Nebraska, Kansas, Missouri, Iowa and Texas. Your officers realized the necessity of an inspection department and petitioned the officers of the Kansas City Board of Trade to create a sampling and inspection department and employ competent men to take charge. Our prayer was granted and in July an inspection department was created and placed in charge of A. R. Ware. Board of Trade control has proven more satisfactory to buyer and seller and is more economical than track inspection under political control. Unfortunately, the powers that be in politics are not satisfied with present conditions and insist on taking entire control of the inspection and weighing of all grain at all points within the state where, in the judgment of the Chief Grain Inspector, one or more deputy inspectors and weighmasters might be maintained.

The Kansas legislature is now in session and we believe that the members of the present House and Senate constituting the Kansas Legislature will gladly welcome suggestions from their constituents. A bill has been introduced in both branches of the the Kansas legislature that has the approval of the members of this organization, House Bill No. 473. It pro-

vides for state inspection and weighing of all grain at all points within the state where deputy inspectors are maintained, unless the owner of the grain or his agent shall cause to appear on the bill of lading the notation, "Official Inspection and Weighing Not Desired." This bill was referred to the Agricultural Committee of the Lower House and met with its approval and was introduced by it as a committee bill.

As usual, there are a number of freak bills introduced in this legislature, one of them being a track scale bill, providing for installation and maintenance of track scales, the cost of installation to be borne equally by the carrier and the shipper at all points within the state from which there has been shipped during the year 1912 100 cars or more of grain, seeds or hay. However, no provision is made in this bill for the local dealers ownership in the scales after they are installed. The fact that the bill was introduced in the Senate by the attorney for the Mo. P. Railway leads many to believe the bill contains a joker.

Delayed Reinspection: The delay in cars reaching elevators and mills after first inspected and sold by sample on the exchange floor has caused more loss to shippers to this market than all other causes combined. The exchange has a rule reading—"Whenever grain in bulk is sold for cash by sample subject to the inspection of the purchaser the purchaser must accept or reject same by or before eleven o'clock A. M. of the business day next succeeding the day of sale. In case the purchaser does not notify the seller by eleven A. M. of the next business day, to the contrary, it shall be understood that the property be accepted."

This rule was adopted by a majority vote of the members of this exchange several years ago, but the rule applies only to purchases going out of the city. All purchases of grain on the floor of the exchange are made subject to reinspection on grain's arrival at the elevator or mill to whom sold and where reinspection is called, the seller acting as agent for the shipper does not insist that the inspection department under which the first inspection was made, shall reinspect.

Why was this rule adopted if no effort is made on the part of this exchange to enforce it?

Why inspect grain on its arrival if it is all sold on the exchange floor subject to reinspection on its arrival at the mill or elevator?

What chance has the shipper to protect his interest when the receiver acting as his agent advises him upon the arrival of his car the grade and price at which same is sold, and when the car arrives at the elevator the elevator foreman calls for re-

inspection if only ten bushels of the contents of a hundred thousand pounds capacity car is found out of condition?

So far, we have never been able to do anything to prevent this hold up, but we believe that where grain is sold by sample on the floor of the exchange, the purchaser should be compelled to accept or reject purchase within 24 hours after the sale is made.

Kansas City Daily Grain Quotations: It is doubtless apparent to all shippers, and we believe members of the Kansas City Board of Trade, that there has been a wide range in the quotations on No. 2 wheat appearing in the Kansas City Price Current. This has been the case for a number of years with the top being quoted nominally, so and so, which is two, three and sometimes five cents higher than the bulk of sales with only an occasional car selling at the top price, which is possibly a fictitious price, in order to pass out the impression that Kansas City is a better grain market than Wichita. Kansas and Nebraska grain dealers object to these quotations being sent out, as it works a hardship on the country grain dealer. The farmer notes in the daily paper, wheat quoted so and so, with the range of perhaps 68c per bushel on the top and bottom of the number twos, while in fact there is only a range of two to three cents per bushel. The country dealer in buying his wheat, must base his price upon what it will bring and not upon the nominal price quoted. Now, what is the natural result? The farmer thinks he is being robbed by the local dealer, as he is very sure that the wheat he produces is of the best quality and will command the highest price in the market. As the interest of the country shipper and the receiver at the market is very closely related, we feel that in justice to the country grain dealer, the receiver should be willing to cut out these hot air quotations and have the actual sales quoted.

Revision of Trade Rules: I recommend the appointment of a committee of three to go over our present trade rules, and offer such changes as in their judgment are necessary. In this connection, I would suggest the change in rule No. 5, "Time of Shipment or Delivery," to read, "The seller shall have such given number of days excluding day of sale in which to load grain to apply on contract." One reason for making this suggestion is that the rules of the Grain Dealers National Ass'n and the different grain exchanges no longer include Sundays and legal holidays in the free time.

Local Meetings: The usual number of local meetings have been held during the past year, and, with two exceptions, these meetings have been well attended. These meetings are of great benefit to all dealers in locality where held. Dealers coming in touch with one another at these local meetings are enabled to iron out the real differences existing and it tends to prevent the spread of "imaginatis," a disease prevalent in certain sections of the country among grain dealers during a free movement of grain.

It affords me great pleasure to advise that there is a growing disposition on the part of elevator owners and operators to handle grain with a fair margin of profit. Seventy-five per cent of the farmers co-operative elevators in Kansas are now members of our organization and many of them are buying grain with a fair margin of profit, thereby enabling them to declare dividends to their stock holders at the close of their year.

In conclusion, I wish to impress upon the mind of each member of this Ass'n that he has a duty to perform in keeping our organization up to its high standing, and it is with a good deal of pride that I make the statement that only one member of our entire organization has refused to live up to our rules during the past year. It should be a great source of satisfaction to every member of this organization to know that practically all of the grain exchanges of this country are confining their bids and solicitation of business to the names of individuals and firms found in the directory of this organization.

Financial Statement.

Receipts.

On hand Jan. 1, 1912.....	\$ 245.21
Membership fees	385.00
Advertising and directories.....	496.50
Dues, \$4,517.50; less exchange, \$9.60.	4,507.90
	\$ 5,634.61

Disbursements.

Rent	\$ 180.00
Printing	438.35
Incidental, telephone, telegraph, etc.....	86.00
Office supplies	35.20
Postage	190.00
Officer's expenses	105.07
Stenographer	603.00
Sec'y's traveling expenses.....	596.42
Sec'y's salary	3,000.00
	\$5,237.04

Balance on hand Jan. 1, 1913..... 397.57

\$5,634.61

E. Bossemeyer, Jr., of Superior, Nebr., commended the remarks of Sec'y Smiley on the publication of actual sales in Kansas City only, as the prices published were misleading and place the country shipper in a false light with farmers.

Sec'y Smiley asked any Kansas City receiver to tell how the trouble could be remedied.

Jas. Russell responded that no doubt the Board of Directors would correct the quotations if the Ass'n wud take up the matter with it.

E. Bossemeyer Jr., read a paper from which we take the following:

RELATION OF CARRIER TO the Grain Trade.

The interests of the grain dealer and the carrier are so closely related that their interdependence is readily seen by the most casual observer. The producer of grain desires that his products be offered in the greatest possible number of places, and to the greatest number of people, and the consumer desires that he may have access to the largest number of producers and places of production. The one, to secure the largest possible pay for his services to the world as a producer; the other to secure at the lowest possible price the grain or products of grain necessary for his existence.

The expressed desire becomes a demand and the railways of the world and their hard working co-laborers, the grain dealers, have responded to the call and are performing a truly great service. I do not believe their rewards ever have been, nor are they now, out of proportion to the service performed. Here as elsewhere, the law of compensation is evident. Just in proportion as the carrier and the grain dealer renders to the world good, honest, efficient service, with enthusiasm not entirely inspired by the hope of reward, but from a love of the work to which they are giving their lives, just in that proportion will the world reward them for their services.

Secretary Wilson of the Department of Agriculture has called attention to the fact that the producer receives for his products less than 50% of the price paid by the ultimate consumer. On first thot this seems unfair, but when we stop to consider the many things necessary to be added to the first cost, the wonder is that the percentage paid to the producer is as high as it is. For instance, which can you do the easiest: product a thousand bushels of corn in Kansas, or transport it from the farm to New York or San Francisco?

Twenty years ago when I first began shipping grain, each carrier had a favored grain dealer operating a line of elevators on its line. These grain companies were termed line houses and the relations existing between the carrier and its line house was a matter of much speculation and interest to the smaller shippers.

In those days a small shipper could not hope to sell grain successfully in any of the large centers of consumption. The line house could always undersell him by reason of the peculiar and intimate relations existing between it and the carrier. The small dealer could do little else but buy grain from the producer as cheaply as possible under the competitive conditions surrounding him and consign it to the nearest market to be sold for what it was worth. He could occasionally sell his grain direct to the consumer, but this was generally when the favored line house was busy with larger deals. It was the practice of the line house to accumulate a large amount of grain at some advantageous point and get ready for a big cut in rates from that point to some distant market center—the distance generally measured by the length of the line of that particular carrier who was making the cut.

In short, the relation of the carrier to the small dealer was anything but satis-



W. C. Brown, Beloit, Kan.
Re-elected President.

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tactory, and to the line house, if it was not satisfactory, it must have been because the traffic managers or other officers of the carrier could not agree with the managers of their respective line houses as to the proper division of the spoils.

Competition forced the grain dealer to secure transportation of his grain at the lowest possible price through misstatements of weights, of grades, or of the description of the product offered for shipment, rebates, if he could get them, any device that could be invented to secure a lower rate. All this not because the majority of them liked these methods, but because if any one of their competitors resorted to such practices the rest were forced to do so or go out of business. This condition existed between competing carriers as well as between grain dealers. It existed long after the passage of the act to regulate commerce, but as this law was strengthened by other laws, notably the Sherman Anti-trust Act, the Elkins Act and the Hepburn Bill, and by court decisions which showed plainly to both carrier and dealer that the laws were the spoken will of the people and could be enforced, both the carrier and the dealer, a few of them unwillingly, but many of them gladly, adjusted themselves and their business to the new order. A truly wonderful change has been made in the past fifteen years.

I believe that to the adjustment of the transportation affairs of this country to a sound, honest basis, can be traced much of the commercial prosperity and unprecedented advancement in all lines of business during the last decade.

It is interesting here to note that there are few, if any, of the old line houses west of the Missouri River who are operating in the grain business today. The inference is that they had so long existed, not by reason of their merit or of good service rendered to the public, but by the favor of the carrier, that when they were thrown on their own resources and obliged to sink or swim, they were unable to compete.

The multitude of small dealers were quick to rise to their opportunities, when they could compete on even terms with every other dealer be he large or small. This has been a splendid era for the small dealer. When he found that he need no longer fight for recognition and favor of the carrier, he immediately turned his energies into legitimate channels, and he has found the earning of an honest dollar much easier than a dishonest one.

I cannot speak for the large captains of industry, but for the smaller business men, whom, like the poor, "The Lord must love, for he made so many of them" I am glad to say that today, as never before, they recognize that honesty is not only the best policy, but is the foundation of every successful business; that the square deal is not for pre-election purposes only, but, when applied, really pays dividends and adds immeasurably to the pleasure of doing business—in fact, enables him to speak with honest pride of his business.

Just freight rates is a big question, and I wish to suggest that only when we place ourselves on both sides of it can we get a fair view of it. There is much talk of "a fair return on capital invested," "cost of service," and of commissioners control of rates based on actual physical valuation of the property. This all sounds well, but I am inclined to think that few of us would engage in the grain business and invest our capital in the building of elevators if there was a commission who would make a physical valuation of our property and regulate our margin for the handling of grain so that we could not earn more than 6% or 8% on our investment, and would not at the same time guarantee that we would earn any per cent, or would not meet with a loss.

The business of a carrier cannot be properly compared with that of any other line of business, yet in many ways it is like other business, and the measure of its prosperity is so closely the measure of the prosperity of all that in asking the railroads to squeeze the water out of their business we should be careful lest we overdo it and great damage be done to the whole business fabric. Watering stock, or the purchase of large quantities of material from other corporations whose prices on their products are based on watered stock, is absolutely wrong, but the fact that we have permitted our captains of industry to do this in the past will not justify the destruction of their business now. What we should do is to resolve to correct the wrong conditions. We are in a measure to blame and what is needed is not punishment of the grafter, but restraint and regulation by adequate laws strictly enforced.

The price of steel rails and the material entering into the construction of the rolling stock of our railways has much to do with the charge they must make for their services. If we permit the steel manufacturers to merge their business so that competition is eliminated and to water their stock to the limits of their greed or imagination, and charge the carrier for their products, which he must have, a price sufficient to pay dividends on their grossly inflated capital, we must pay the penalty in high freight rates, and be satisfied with an occasional gift of a library or a college endowment.

Jas. Robinson, Potter: Would it be possible for us to induce the Kansas City market sheets to give the prices for No. 2 59 lbs. test; No. 2 58 lbs. and No. 2 57 lbs.? The farmers think all of their wheat will grade No. 2 59 lb. test.

Pres. Brown: We do not use a tester in Beloit. Last summer when I had a car of wheat which I thought was No. 2 graded No. 4, I came to Kansas City and spent a couple days in the inspection office here. When I returned to Beloit I took liberal samples of each grade and placed them beside my scale beam. I buy by grade and show the farmers the samples.

Wm. Schrenkler, Gorham: I think the Kansas City quotations should give the number of cars of each grade sold at each price. The reporters only see the high price sales and the farmers will not believe any grain is sold at lower figures.

Last fall I built a large elevator, one of the best in the state and only recently the dealers at a station near us have been paying 7 cts. over our market. I have been a member of the Board of Trade and had an experience in the business which I think fits me to judge of the value of wheat. Now the farmers are organizing a company. At their meeting last Saturday they subscribed \$8,000. The price currents are misleading and make the country dealers who buy wheat right, appear as robbers to the farmers.

G. A. Aylesworth, vice-pres. of the Board of Trade, said as he understood the complaint it applied only to wheat and was probably due to the fact that Kansas wheat represents a wider range of quality than that produced in any other state. We talk this matter over frequently. Our price com'ite is very anxious to handle it fairly and with justice to all interests. We will gladly co-operate with you and confer with your com'ite.

W. C. Goffe announced that the Board of Trade would tender the dealers a dinner Tuesday evening and that some of the receivers would entertain the visitors at a wrestling match Wednesday evening.

Pres. Brown appointed the following com'ites:

Resolutions: H. Work, Ellsworth; J. Robinson, Potter; J. H. Bougan, Topeka; E. Bossemeyer Jr., Superior, Nebr.; A. H. Bennett, Topeka.

Revision of Trade Rules: W. F. McCullough, Wichita; C. B. Tripp, Centralia; W. E. Clark, Sawyer.

To Confer with Board of Trade Com'ite: Wm. Schrenkler, Gorham; F. W. Gaunt, Alton; A. E. Hockman, Fairfield, Nebr.

Adjourned to 10:00 a. m. Wednesday.

The Dinner.

Each year the Kansas Grain Dealers Ass'n. has visited Kansas City, the Board of Trade receivers have tendered the visitors a banquet and evening of entertainment which has invariably proved a great success. This year's dinner was no exception. After the cigars had been lighted, Pres. W. C. Brown of the ass'n. praised the enterprise of the Kansas City receivers in tendering the shippers such pleasing entertainment, and expressed

their hearty thanks for the dinner and entertainment.

V. Pres. Geo. A. Aylesworth of the board of trade responded.

Senator Stone of Kansas, who happened in (the attorney who represented the ass'n. in its attack on Kansas unconstitutional grain inspection laws), expressed the hope that when the present state legislature adjourns, the grain dealers of the state will not be forced to accept or pay for any state service they do not wish.

Sec'y. Bigelow of the board of trade moved a vote of thanks, which was carried with a rousing cheer.

Chairman W. C. Goffe then read a telegram from Woodrow Wilson, President-Elect, announcing the appointment of Sec'y. E. J. Smiley as secretary of state. Of course Smiley hastened to accept.

The following program of entertainment, filled with many surprises and astonishments, was then presented:

PROGRAM.

"F. O. B."

(From Our Boys.)

Shippers' "Wait" (time between coffee and the opening of the ball).

Opening Ball, Mr. Bert Ball, Chicago. Making an "immediate delivery" of a few things you ought to know.

Harmony, the Dinkeyville Quartette. Approved by the Board of Trade inspection department.

Character Sketch, "A Bulkhead Consignment"; "The Two Murphys" (Willie and Pete).

Leg Exercise; Tom—Smith Brothers—Bob; The Gold Dust Twins. After a hard day's washing, being short on wind, they may ask for an "extension of time."

More Warbles, Harold Spencer and his tuneful topnotchers—Paul Baltz, Geo. Dean and David Grosch.

Monologue, Paul Uhlman. Lizzie, "The Girl I Left Behind."

Fistic Favorites, "Thru Billed" but "Stopped in Transit" "James Knight," the Omaha Hope, vs. "Kid Burns," the California Bungstarter, in a three-round go. Winner challenges all comers, meanwhile hopes for "increasing receipts." Referee will hold stakes, but "prompt returns" not guaranteed.

The entertainment was in charge of W. C. Goffe, Chairman, Wm. Murphy, Frank P. Logan, D. L. Croysdale and James M. Russell.

WEDNESDAY MORNING

Session.

The Wednesday morning session was called to order by Pres. Brown who introduced J. C. F. Merrill Sec'y of the Chicago Board of Trade, who read a pa-



E. J. Smiley, Topeka, Kan.
Re-elected Sec'y-Treas.

per on Pending Federal Legislation Affecting the Grain Trade, which will be published later.

Sec'y Smiley asked, Would the Kansas shipper be worse off under Federal Inspection than with two state inspections at Missouri river points?

F. W. Gaunt, Alton: My experience in billing grain to Missouri river points is that I often have to pay for two political inspections, neither of value and it has always been difficult to tell which is the worse. If we could get one dependable inspection dept. free from political interference, we would be much better off. The present system is very expensive and worthless.

Jno. E. Hughes presented the following resolution which was referred to the Comitee on Resolutions:

Resolved, That the Kansas Grain Dealers Ass'n do hereby endorse ex-Sheriff Fred K. Barrett of Marshall county, Kansas, and James A. Lyons of Reno county as fit and proper persons to be Chief Grain Inspector of the State of Kansas, and do hereby request the Governor to appoint one of them to that important and responsible position.

Adjourned to 2 p. m.

WEDNESDAY AFTERNOON SESSION.

The Wednesday Afternoon session was called to order by Pres. Brown at 2:30.

James Robinson of Potter read his paper on The Duties of a Country Grain Dealer to Himself, to His Competitor, His Commission Man, to the Trade and What He Shud Expect and Demand from the Common Carrier and Farmer. From it we take the following:

THE DUTIES OF A COUNTRY Grain Dealer.

The first important duty the country dealer owes himself, after a thorough invoice of himself and belongings, is to avail himself of adequate equipment for the proper and profitable handling and manipulating of the product. He should not think that if he has two scoop shovels, a sheet, a lease on a scale, with office fixtures under his hat and a few misguided brains in the upper story of his anatomy, that he is prepared to do business in competition with some man or firm who has tied his money up in an elevator and established a business.

It is his duty to equip himself with a modern elevator. If he builds one he should first consult modern ideas and build it modern. If he buys a plant that is not modern, he should remodel it and make it so. He should equip it with all necessary machinery to meet his demands as an operator for profit. Avail himself of a thoro knowledge of the business from actual experience of men who have made a success of the business. He should not be ashamed or afraid to confess that he is ignorant of the business, as experience gotten from others who have been successful is less expensive than experience gotten from actual work.

Better put a few extra dollars in perfecting a plant with sufficient machinery and borrow the working capital than to operate without sufficient machinery. Why should the country grain dealer act as a skimming station to gather the grain and ship it to the terminal markets, there to be put in shape to realize a profit that the country dealer should have?

A most important duty that the country dealer owes himself is the proper conception of the difference between what he pays for the grain and what it brings him when he sells it. The difference between the buying and the selling price is the object for which the business is and should be conducted.

He should not think that one cent a bushel on a thousand bushels bot today is enough. He should base his margins on the amount of grain tributary to his station that he, in all probabilities, will get, what he is worth to the farmers by the year, together with a fair profit on his knowledge, equipment and money invested in the business.

To his competitor he owes the conduct of his business according to business ethics. If the competitor be a man equipped with

two scoop shovels and a sheet together with aforesaid accompanying paraphernalia, you had better rush for the tall timber rather than to tie your money up to compete with a man of that caliber.

If he be financially able, try to induce him to build an elevator, if not, buy him out making part of the purchase price a ticket to some deep water and induce him to jump in.

Get on business terms with your competitor when he first becomes your competitor. Protect his interests as you would your own. Exchange views daily. Keep him posted on market depressions and fluctuations. Visit with him daily. Establish the fact with the farmers, that you are on business terms with your competitor, and that his markets are yours and that your margins are based upon the amount and condition of the grain you both receive. Establish the fact with the farmers that your competitor has to live and that your living depends upon the amount and condition of the grain that they deliver you. Soon the farmers will be your field rustlers and will try to bring you more and better grain that you may be able to live and handle their business with better results to you and to them.

Meet your competitor and canvass the station record, base your margins profitable to both and stand by whatever margin considered reasonable. Last but not least, do not think that you can wage war on your competitor and crowd him out of business. His successor may annoy you more than he.

To your commission man be honest and fair. Do not deceive him by misrepresenting your shipments and condemn him if he does not sell them on basis of your description.

Be charitable with him and do not condemn him if he does not top the market, tho you may have shipped him top stuff. Remember that sales depend upon buyers and high buyers may be supplied before your grain is sold.

Do not intentionally make overdrafts on your commission man with an apology for so doing when he has made you account sales. Such overdrafts may embarrass him.

To the trade the country dealer owes just weights, just prices, fair and courteous treatment, prompt and efficient service and nothing else.

From the common carrier the country dealer should expect and demand box cars and lots of them. Box cars when they are ordered and with boxes tight enough to transport contents to its destination without loss in transit.

He should expect and demand that the common carriers avail themselves of a knowledge of where grain is moving and keep a supply of cars on hand to meet his requirements. He should demand that bad order cars be repaired when there is no movement of grain, so that they may be available when a movement is on.

That the common carrier should keep a supply of grain doors on hand at all times with a sufficient amount of lumber, burlap and nails for proper coopering.

He should expect and demand that the common carrier pay all just claims for loss in transit. He should expect the common carrier to pay all just claims occasioned by company's negligence in transporting grain to market centers within a reasonable time to avert loss to the shipper occasioned by declining markets.

From the farmer we should expect and demand that he fulfill his obligations and contracts with us.

We should demand that the farmer delivers his grain to us in the life of his contract with us and that he should deliver the grain as per contract grade or submit to the proper dock.

It has been the custom of the average farmers in some localities to sell their grain in bulk by sample and trust to their intimidations on the dealer to accept the stuff on contract, though it may fall short of the sample, holding as the penalty if the market has advanced, that you either take it on contract or you don't get it.

Is it not a fact that nine times out of ten the farmer will unload his grain on the dealer on rapidly declining markets, when it is impossible for the dealer to realize from its sale what he has paid for the grain, and quit him when the markets reach the bottom, not allowing him to accumulate any stock upon which to realize a profit when markets advance again?

I will venture the assertion that there is not one country dealer out of a hundred who will make the dock to the farmer on a single wagon load of wheat, equal to the dock that he would get were he to have a car load of like sample for sale at a terminal market.

Why should not the country dealer saddle the loss from a damaged load of wheat

on the farmer where it justly belongs and where the loss occurred and originated and not accept it without discount and attempt to conceal it in a shipment of good wheat and thereby cause dissatisfaction and ultimately result in bad flour?

H. C. Pribble, F. C. A. of the Santa Fe read a paper on Presentation and Payment of Claims. From it we take the following:

PRESENTATION AND AD- justment of Claims.

I would like briefly to discuss some of the points brought out by the thousands of claims for loss of wheat which have been presented to my office. I suggest that we confine our discussion to wheat claims, because our claims for loss of wheat greatly outnumber those for loss of other grain, and run into a great deal more money.

One of you ships a quantity of grain and loads it directly from wagons to the car, depending on wagon scale weights. Another loads from elevator to car after buying the grain by the wagonload, it being dumped from the wagons to the elevator pit and elevated thence to bins and held in storage until enough of each grade of grain is accumulated to load a car, the wagon scale weights governing if the elevator is not equipped with hopper scales. We have had some instances of grain handled in this way checking short in the out-turned weight, and investigation developed that practically an equal amount checked "over" in some other car, showing conclusively that a quantity of grain was elevated to one bin and charged to another.

Some shippers load duecuy from wagons to the car and must estimate the quantity loaded, because there is no scale available upon which to weigh it.

We have even received claims having for their basis thresher weights. These weights, I believe, are arrived at by an automatic device attached to the threshing machine.

Hopper scale weights are used as the basis of claims when the shipping elevator is equipped with such scales.

Weights obtained by these different methods of weighing appear as bases in practically all claims for loss of wheat when the outturn destination weights fall short of such loading weights. If the destination weight is less than the invoice weight, which is the loading weight, the shipper or the consignee turns to the railroad company and asks that whatever discrepancy there is be shouldered by the railroad company, on the assumption that the grain has leaked out in transit. This is equivalent to making the railroad company an insurer of shippers' weights regardless of how they are obtained and without any supervision over them.

I would like to recite a few of the causes for excessive variations in weights between country loading points and some of the larger markets, which have come to my attention through opinions expressed by those expert in these matters and from my personal observation of facts in thousands of claims presented to my office. Briefly some of these causes are:

Indifferent, careless and unsystematic weighing at country points.

Unreliable elevator and wagon scales which are only infrequently tested.

Small scales, necessitating very many drafts to a carload.

Improperly set, improperly handled and improperly cared for automatic scales, and the failure of the users to make frequent weighing tests during the weighing of each carload.

Failure to pick up or account for grain spilled during the loading of cars.

Leaking car spouts.

Grain loaded into wrong car from wagons when two or more cars on the same track are being loaded at the same time.

Errors in estimating quantities of grain loaded through using a measure standard without regard to the kind of grain loaded.

Moisture and heat in grain.

Inadequate policing of cars in process of loading.

Failure of shippers to intelligently prepare their cars for transportation of wheat by effectively lining them with burlap or some other equally good material.

The Santa Fe Ry. has spent thousands of dollars to provide equipment, grain doors, etc., adequate to the proper protection of its grain shipments. I believe that every shipper in this room knows from his own experience that this statement is true. Whether or not the cure is more expensive than the disease is a question. However, statistics compiled at the close of the last

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fiscal year show that we reduced our wheat claims almost 50%. This testifies rather strongly, I think, to what the Santa Fe has been trying to do in the way of adequately protecting your grain against loss. I feel reasonably sure that the reduction is not the result of any change of heart on your part respecting losses. I do not get any further with the declination of a claim now than I did a year or two ago unless I can "show" you. We are trying to help you, and in doing so we know we are helping ourselves. Please see that your cars are properly coopered and protected against leakage of grain before you load them. If a car is set to you for loading wheat and it will not carry wheat or cannot be made to carry it, reject the car. That will be better for you and better for the railroad. If our station records at points in transit or at destination show that cars were leaking grain, you will find us ready and willing to pay promptly for the actual loss.

We have inaugurated a most rigid inspection of our grain shipments from the loading point through to destination; a special form of report accompanies every car of grain and if any leakage is noted or a defect observed which might permit of leakage, the fact is recorded on this report, and the report is carefully filed so that our operating officials are kept in close touch with the actual conditions in connection with grain shipments all the time. The information obtained from these reports is made the basis for an active campaign on the part of our operating people to eliminate the defects and the causes which give rise to these losses. Some of you have demurred at accepting our inspection records when those records showed that there was no leakage in transit, and criticized the records on the grounds that the inspection was made with respect to the safety of the running gear of the cars and not with respect to their grain carrying condition. This argument may have been good in former times, but please permit me to impress upon you that at this time our intermediate as well as destination inspection cannot properly be criticized on that ground. Our inspectors inspect just as rigidly for leakages and defects which might cause leakage, as they do for the safe running condition of car, so that when a thoro investigation is made of the handling of a car of wheat from point of origin to destination and no exceptions of leakage were made and no record made of defects which might admit of leakage, we feel that it is not just for you to ask us to pay for grain based on difference between loading and unloading weights which carries with it, as mentioned before, practically a request that the railroad become the insurer of your weights without any supervision over them.

Jas. Robinson: How much of a loss shud we stand before putting in a claim to the railroad?

Pres. Brown: I do not like to stand for more than 200 lbs. loss, but I never filed a claim for less than 270 lbs.

Sec'y. Smiley: That brings up the question, Is natural shrinkage of grain in transit real or imaginary?

L. B. Young, Hutchinson: I recently shipped several cars of wheat from one station to another where I am interested with a shrinkage of 30 lbs. to the car. I think there is no natural shrinkage.

S. W. Strong, Sec'y Ill. Grain Dlrs. Ass'n: At a conference in Chicago two years ago Mr. Maegly of the Sante Fe presented reports on over 500 cars which had been loaded out of an elevator in Chicago and weighed by the official Board of Trade weighmen, and then within 24 hours weighed back into the same elevator. The average loss in weight was 69 lbs. per car.

M. H. Starr, Scale Inspector for the Ass'n presented a paper on the Relation of the Scale to the Trade from which we take the following:

THE RELATION OF THE SCALE TO THE GRAIN TRADE.

The duties of our scale inspection department lead right to the heart of one of the questions before the trade which is, the discrepancy between origin and destination weights. We examine origin and destination scales, are generally in position to estimate their past history within reasonable limits and have demonstrated in

some few instances during the past season that the percentage of total difference between origin and destination weights that can be laid directly to inaccurate weighing machinery, is surprisingly large. It has occurred to us time and again that if your scales were invariably correct and could be proven so then the solution of shortages would be at hand.

In a case of difference in weights it does not follow that either shipper or receiver is dishonest, directly, but how many precautions have these gentlemen taken to be accurate in ascertaining the amount of grain in question before affidavits are made? Generally the first thing done is to point at the carrier and say, "You're it." The carrier says, "Our seal record is clear and there is no leak report; gentlemen, it is up to you."

By the method of elimination we can, given sufficient data trace an error in weights providing this data contains enough known quantities. There is no solution of a problem where all the quantities are unknown and at this point do the scales form one of the known quantities that will enable us to locate the discrepancy? Generally no.

When shipper makes affidavit to his weights he takes oath that his scales are correct. His proof of this fact might be that destination weights at some points agree with his or it might be that his scales have been tested and inspected and kept in correct weighing order by those qualified to do that work. There will be no correct solution for this shortage so long as there is a scale whose condition is unknown.

When a man takes his oath that a thing is so we construe it to mean that he is absolutely certain of his stand, that by all he holds sacred, he is right. At different times when it was convenient scales have been looked over casually at elevators where owners did not care for or have interest in scale inspection, that would have been doing remarkably well to have weighed within ten per cent, but affidavits are being made to weights taken over these scales. That owner takes not even the first step to make his scale one of the known quantities of his business.

There were 278 of you who during the last half year took this necessary first step of scale inspection. How many of you will take the subsequent necessary steps remains to be seen. Your hopper scale is no better than your elevator in cases where foundation for scale is part of the building. Your wagon scale is no better than the worst condition to which it will be exposed, that is to say, no more consistently reliable. Your automatic is no better than your understanding of it or your application of that understanding.

The \$40.00 saddle and the \$10.00 horse was not so unfavorable a combination as the \$200.00 scale and the 30c foundation, and the subsequent steps which should be taken to put your scales in condition to give correct weights are covered in this general suggestion—install your scales properly according to specifications which will be applied by this department or factory experts, then give them the advantage of regular expert attention.

When a Grain Dealer opens his office for business and begins to buy and sell over his scale he proclaims by his actions that his scales are correct. When customers sell to him or buy from him and take his weights as the basis of settlement they signify their belief in his honesty. There is food for thought in the fact that generally when there is a question of weights the farmer says "the scales are wrong."

The very machine that controls to a great extent the relation of the grain man to his trade is a machine which requires, more than any other around the elevator, regular, careful, expert attention, but if there is as a rule any piece of machinery which receives less attention of any kind than the scale we have failed to find it.

When the engine stops that fact is apparent, when the elevator clogs that is also evident, but when the scale goes wrong it must go mighty wrong before the error is noticed. When such a situation arises what is the usual means of demonstrating to the farmer that the scale is right? By comparative tests with other scales in the locality. This may be satisfactory in that case, but is far from correct. If the grain man ordinarily would use these comparative tests to satisfy his trade we would call it policy, but when this method of testing is held up to be equally accurate with tests as made by scale experts with standard test weights and used as a substitute for those tests, "then that is something else again." There are errors in scales which fluctuate from light to heavy and back again which are small in amount and average 0: these are in the minority. Generally when a scale is commercially inaccurate it is running off consistently one way or the other. The farmer is satisfied if on comparative tests his load checks within 15 lbs., but one of these scales which apparently agrees with the others may contain an error which is consistently getting in to the buyers or sellers pocket on each load and it is these errors the ones that make the difference that can only be located by tests weights in the hands of a competent scale man, and it is also these errors which never stand still, but which can be prevented by regular inspection.

In conclusion, it is our opinion that the scale alone cannot be taken in relation to the trade, but the combination of the scale and its owner is inseparable, that an accurate scale with an accurate man is the only combination for lasting good results, that an honest man cannot afford the class of advertising an inaccurate scale gives him, and finally that a man cannot reach that height of efficiency which will overcome the evil effects of an incorrect weighing machine.

A. R. Ware, Board of Trade Inspector read a paper on Grain Inspection from which we take the following:

GRAIN INSPECTION AT Kansas City.

For the benefit of those who perhaps may not be familiar with the Board of Trade Inspection Department, why organized, how operated, etc., I will outline briefly.

Owing to the many complaints from Kansas Grain Dealers regarding excessive fees and lack of uniform inspection and, at their request, the Board of Trade decided upon the organization of the Grain Inspection Department to demonstrate, if possible, that these objections could be overcome.

Operations were commenced July 28th of last year on a basis of 50c per car for inspection, including sampling, as against 1c per thousand pounds, or 60c to \$1.10 per car charged by the Kansas Department. Up to the present time the department has shown itself better than self-sustaining, having on hand a sufficient surplus to tide over the dull season.

The rules governing the inspection are those adopted by the Grain Dealers' National Ass'n, with perhaps a few minor



Some of the Dealers at Kansas City, Feb. 22, 1913.

changes made necessary by purely local conditions. My experience with office and track inspection has proven office inspection to be a step nearer the attainment of uniformity.

Methods: The sampler receives from the railroad each morning, a manifest, showing the initial, number and consignees of cars to be inspected. After carefully obtaining a sample the door is closed and re-sealed with a department seal. (Record is kept of every seal broken and applied.) These samples, together with all notations as to condition of the grain, etc., are brought to the office of the Department, where they are carefully examined and tested by thoroughly competent inspectors, who place a grade on same.

For the proper inspection of grain a north light is almost essential. The 1912 crop of wheat has been one of the most difficult to inspect I have had during my experience for many years, owing to weed stained, green cut and stack burnt wheat. This has made the purchase and sale of wheat equally difficult, and accounts for the complaints as to grades earlier in the season. Where this class of wheat was purchased at country points, these features were overlooked through improper lighting.

Advantages of Office Inspection: Conditions as to light, temperatures, etc., are always the same in the office, and where a sample is found to be what we term a "Line Car," such sample can be set aside until the balance of samples are inspected, and sample in question, can be given a more careful examination.

The test weight has a great bearing on the purchase or sale. Under office inspection, the kettle is placed on a solid surface, which cannot be jarred or shaken. The grain is poured in from bag or pan and struck off with edge of beam—this method being used at all times, as per rule for testing.

Experience has taught me that corn can be inspected fully, if not more satisfactorily, in the office. Samples of corn are taken from the car, in double sacks, or screw top can, and where a question might arise as to frozen corn or percentage of moisture, this is more readily determined. If necessary, samples are given a moisture test for which we are fully equipped. Our moisture tests are checking very favorably with those made by the office of Grain Standardization.

Grading between the Missouri State Grain Inspection Department and the Board of Trade Inspection Department is uniform. There have been but few re-inspections called or changes made in the inspection of cars moving from one jurisdiction to the other, and the greater percentage of these were found to arise from full cars unevenly loaded, or plugged.

It is the highest aim of the Board of Trade, the Committee and this Department to gain the confidence of all concerned, through its efficiency; and I assure you that out of town interests are, at all times, as fairly and conscientiously handled as those in Kansas City.

W. F. McCullough: Is wheat you class as Leader wheat the same as stack burnt wheat?

Mr. Ware: It is practically the same. Stack burnt wheat is bitter and will make dark flour. All notations regarding the grain in a car whether made by the shipper or the sampler are taken to our office. If shippers would screen or clean the last 10 or 100 bus., if dirty, load would grade better. Do not throw it on top of the load at the door and expect the load to grade.

W. S. Washer of Atchison read a paper by Jno. F. Courier of Toledo seeking to induce the Kansas Ass'n to affiliate with the National Ass'n.

Mr. Washer endorsed the invitation and recommended that the Ass'n affiliate with the National.

E. Bossemeyer Jr., chairman of the Resolution Com'ite presented the following resolution and moved its adoption:

AFFILIATION WITH NATIONAL.

Being intensely impressed with the absolute necessity of maintaining a National Ass'n as a medium thru which to handle matters of common interests, be it

Resolved, That the Kansas Grain Dealers Ass'n in annual convention assembled instruct its Secretary to make application for affiliation with the Grain Dealers National Ass'n, dues to begin March 1, 1913.

Whereas, The Secretary has been instructed to make application for affiliation with the Grain Dealers National Ass'n; therefore, be it

Resolved, by the Kansas Grain Dealers Ass'n in annual convention assembled on the twelfth day of February, That the membership dues be advanced one dollar per capita per annum to pay the affiliation dues to the National Ass'n.

Seconded by W. F. McCullough.
Chas. Quinn of Toledo spoke at length in behalf of the resolution.

Sec'y Smiley: As there is but a handful of our members present, I move that the motion be tabled until Thursday afternoon. Lost.

The vote on the resolution to affiliate with the National Ass'n resulted in 10 for and 10 against affiliation. President Brown cast his vote in the affirmative and declared the motion carried.

Adjourned to Thursday 2 p. m.

THURSDAY AFTERNOON SESSION.

Thursday Afternoon session was opened by the reading of W. L. O'Brien, Ass't Labor, Com'isr's paper on The Necessity of Fire Escapes on Small Elevators. From it we take the following:

Necessity For Fire Escapes on Small Elevators.

The laws of 1909, Chapter 149, were amended and became Chapter 197, Laws of 1911. That part particularly applying to buildings is Sec. 1, and that section was amended by adding "Warehouses and grain elevators," and outside of these words Sec. 1 reads the same as the 1909 law, and the cause of this change was the refusal of owners to put fire escapes on grain elevators and warehouses, no matter what the height of the buildings.

Of course the height of the buildings is specified in stories, and as there is no standard in feet to height of a story, the intent of the law should be taken into consideration.

The average building of three stories or more in height is about 18 to 20 feet to the sill of the third story. In most of the small elevators it is about 20 to 22 feet to the windows in the Texas, altho it would be hardly possible to prove the building to be a three story building, the only floor above the ground floor being the Texas floor, still it is fully as high as the average three story building.

If you follow the letter of the law it is going to be rather hard to enforce, from the stand some of the elevator and grain men have taken, and maybe rightfully that their buildings are only two stories high, and are classed so in their insurance policies, but if you consider the law from a humane standpoint and safety of life and limb, these buildings ought to have fire escapes.

I doubt anyone will dispute the statement that if a man was up at the head or top, and a fire started below, his best chance for safety would be on the outside, because whether the means to reach the head is by a stairway, ladder, or by a hand lift, the space is so limited and narrow that it would act like a flue and in conjunction with the dust, the blaze would be almost instantaneous and the smoke suffocating.

In making my recommendations, I have started to put on "fire escapes as the law requires," but in talking with owners and managers, we have always stated that the department would O. K. a ladder set two feet away from the building, and if placed on the track side, which side I have recommended to be set, the expense is not great.

Allowing 22 feet from ground to Texas window and the height of cars to be ten feet, it would only take 14 to 15 feet of ladder to be used, allowing the ladder to go two or three feet above the sill, and as you can buy regulation metallic ladder escape for 70c per lineal foot, brackets included, the cost would be 15 x 70c or \$10.50. In addition to this the cost of freight and installation, which can be done in very short time with very little cost in labor by man employed at the elevator and a helper, the total cost should not be over \$15.00.

It has been repeatedly stated to me that it is not probable that a man would be caught at the top and that his duties are only to oil his bearings occasionally, and generally when he was not operating, but the possibility always lays there, and as near as I can find out from the records of fires in elevators, it is as liable to start

hours after the elevator has shut down or between shut downs, and if that is the case, the danger is always there, altho the elevator is operating intermittently.

I have been very glad that it was through my recommendation that the regulation fire escape was installed in the U. P. elevator in Kansas City, Kansas, and was the means of saving two men's lives, who would have found it impossible to go down the inside, or on the old escapes, which were ladder rungs, the same as on a freight car. As it was, with ladder set three feet from the building, their eyebrows, eyelashes and hair were singed, and their hands were burned severely.

In conclusion, I want to say that the department does not want to put anyone to any unnecessary expense, but on the broad humane principle that even one life is worth all the expense of attaching fire escapes on the small elevators, there should be no objection to their installation, as no man or corporation would be willing to bear the burden of such loss of life, if caused through their objection or negligence.

W. S. Washer of the Arbitration Com'ite made the following report which was approved:

Report of Arbitration Comite.

Your Arbitration Committee begs to report that we have received the various cases submitted to us for arbitration and have rendered decisions on all cases pending up to this time and have endeavored to decide according to the Trade Rules and the preponderance of evidence submitted. There are several matters which your committee deems it wise to draw strongly to the attention of the membership.

Carelessness: Our observance shows us that a great many, in fact the majority of the cases arise through carelessness upon the part of either buyer or seller, or both, and in non-observance of the Trade Rules, and we wish to urge that every member of this association immediately make a close study of the Trade Rules governing transactions. These Trade Rules are uniform with those of the Grain Dealers National Assn., and prevail wherever your dealings may happen to be.

Telephone Contracts: Another fruitful cause for misunderstandings is in unconfirmed telephone conversations. Every man is but fallible and likely unable to remember the entire contents or purport of every telephone conversation; or the man at the other end of the line may have an entirely different conception of the meaning of the conversation. Your committee had several cases where the evidence in reference to these phone talks was entirely contradictory, yet both parties honest in their belief. We therefore strongly urge that every telephone conversation concerning any contract to be made, pending or to be cancelled or in any way changed, be immediately confirmed by letter. We note that one firm appeared before your committee who had a form of ticket which they kept for all telephone conversations, which showed the time at which call was placed, time at which conversation took place and the purport of it, and this seems to us to be an excellent system that might with profit be followed by all concerned.

Bear in mind that it takes two parties to cancel a contract, just as it takes two parties to make one. Most contracts are based on buyers' option to extend, cancel or fill for sellers' account, and under this form the seller cannot abruptly cancel without consent of buyer. If you sell or buy on specified terms, see to it that you observe the terms closely. If you agree to furnish affidavits of weights and grades, furnish them if you are the seller, and if you are the buyer, see to it that they are furnished, and do not subsequently waive them. Do not be too quick to jump at conclusions, or to consider that the other man is always wrong or dishonest. You yourself, may be wrong, or there may be causes for a difference of opinion with which you are not familiar until the matter is more fully explained to you.

Edw Kelley reported that four of the directors of the Ass'n had checked over the accounts of the Treasurer and found them correct and the money balance in the bank. Accepted.

W. F. McCullough of the Com'ite on Trade Rules Revision recommended that Rule 5 covering time of delivery and shipment be amended by striking out the

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words, "Sundays and Legal Holidays," making same read,

"Any given number of days shall mean that the seller shall have such given number of days (excluding date of sale) in which to load grain to apply" etc.

Adopted.

E. Bossemeyer Jr., chairman of the Resolution Com'ite presented the following resolutions which were adopted:

Resolutions.

Whereas, The members and friends of this Ass'n have been royally entertained by the Kansas City Board of Trade during our stay in Kansas City at this annual meeting; therefore, be it

Resolved, That a vote of thanks and appreciation of the entire membership of the Kansas Grain Dealers here present, be hereby extended to the members of the Board of Trade.

Resolved, That we extend a vote of thanks to the speakers who favored us.

Whereas, There has been general complaint that politics has been the dominating feature in the appointment of the Chief Grain Inspector and his assistants for the State of Kansas, seemingly without regard to fitness, experience and personal ability, and it wud seem that general complaints have been made to this Ass'n concerning the work of said inspector and deputies; therefore, be it

Resolved, That we hereby earnestly request the Hon. Geo. H. Hodgen, Gov. of the State of Kansas, to appoint no one to the office of Chief Grain Inspector who has not had at least five years' actual active experience in the handling and grading of grain, with the further understanding that such Chief Inspector shall in turn appoint no assistant or deputy who has not had at least three years' actual and active experience in same line. This being in accord with provisions of House Bill 473.

The Comite recommended a change in Rule 7 of the Assn Trade Rules. After several substitutes were offered Secy Smiley moved that it be amended to read,

Rule 7. Incomplete Shipments.—When the seller finds he will not be able to complete a contract within the agreed limit, it shall be his duty to so advise the buyer by mail, telephone or telegraph, whereupon it shall be the duty of the buyer to at once elect either to buy in or cancel the deficit, or to extend the contract to cover said deficit.

Should the seller fail to notify the buyer of his, the seller's, inability to complete a contract for shipment, as in this rule above provided, the said contract shall remain in force unless and until completed, extended, bought in or canceled.

J. O. Dougan in introducing the subject, Shall We Demand of Carriers That They Furnish Us Coopered Cars for Bulk Grain, said:

Shall We Demand Coopered Cars.

The question "shall we demand that carriers furnish coopered cars for loading bulk grain" is of vital importance to the grain dealers of our state.

I can readily distinguish a difference in the railroads of our state as to their ability or willingness to furnish cars that are fit for loading grain, without it being necessary for the grain man to convert his elevator into a car repair barn. In fact, the road upon which I am located has been very decent in this respect. But our old friend, the U. P., cannot as yet distinguish a difference as to the liability of leakage in wheat and baled hay. In fact, I believe they make, but one kind of cars. They make them all alike so they can play no favorites. I merely use this road as an illustration, for I believe there are several such roads in our state.

I do not believe in fighting railroads and imposing unnecessary burdens upon them, nor do I believe that this would be a bill of expense to them greater than the saving that would be made in the matter of paying claims, notwithstanding the fact that they pay a very small per cent of claims presented.

The discussion following brot out many different suggestions and notions but no action.

S. W. Strong, Secy of the Illinois Grain Dealers Ass'n told of uniformity and the needs of the trade.

Wm. Schrenkler of the Com'ite to confer with the Board of Trade Comite on Market quotations said that while the comite was unable to get only actual sales quoted, the Quotation Com'ite did promise to change the nominal quotations.

W. F. McCullough: The publication of markets at prices higher than actual sales of wheat works an injustice to the country dealers and is misleading.

E. Bossemeyer Jr., I agree with Mr. McCullough and move that we request the Kansas City Board of Trade to give out only prices at which actual sales of wheat have been made.

Carried, only one vote, that of Mr. J. J. Hiddleston buyer for the Kansas Mills being registered against the motion.

H. G. Cherry told of the organization of the Pure Feedstuffs Ass'n and said cotton seedmeal must soon be sold extensively in Kansas and that unless the grain dealers handled it the manufacturers wud go direct to the farmers with their meal.

F. W. Gaunt: I move that we reconsider our action of yesterday affiliating with the National Ass'n.

W. S. Washer: I move as a substitute that we affirm our action of yesterday.

Secy Smiley opposed affiliation without giving each member a chance to vote on this question by mail.

The action to affiliate was affirmed by a vote of 20 to 5.

The election of officers resulted in the re-election of Pres. W. C. Brown of Beloit; Vice-Pres. A. H. Bennett, Topeka; Secy-Treas. E. J. Smiley, Topeka; Directors: Geo. Craven, Summerfield; F. W. Gaunt, Alton; J. W. O'Connor, Hartford; Edw. Kelly, Wichita; E. Bossemeyer Jr., Superior, Nebr.; E. C. Hockman, Fairfield, Nebr.

Pres. Brown thanked the Arbitration Comite for its excellent work of the past year. As a reward for their faithful service I am going to reappoint them. Chairmen W. S. Washer, Atchison; F. A. Derby, Sabetha, and C. D. Marshall, Clifton.

Adjourned *sine die*.

CONVENTION NOTES.

Topeka sent J. H. Dougan, W. M. Hoyt and A. H. Bennett.

J. E. Mackey from Cimarron displayed his taste for "Subrettes."

Did you see "Frank Prouty" in bathing? "Slender but nifty."

Atchison was represented by W. S. Washer and W. D. Harburger.

Automatic scale representatives included W. P. Buchan of the Richardson Scale Co. and H. C. Draver.

Bill Randels appreciates a good singer, especially when he feels "its" touch.

Two Colorado men were present, W. Roller, Seibert, and G. W. Brandt, Burlington.

The frog in Henry Shaw's throat did not seem to trouble him in the least.—*He should worry.*

Machinery men included L. J. Kaiser, of the Weller Mfg. Co.; and S. H. Stolzfus, repta. Wolf Co.

The Millers Mut. Fire Ins. Ass'n. of Illinois, which now has a western department in Wichita, Kan., was represented by H. A. Braunagel.

Missourians present were J. H. Braden, Amsterdam; J. C. Peterson, Ravenwood; and T. P. Gordon, J. L. Frederick, and F. R. Warrick of St. Joseph.

F. E. Kroutil of Yukon, Okla., was accompanied by his wife and sister. They were just starting on a 3 months' pleasure tour of the Northwest and California.

Among the ladies who attended the convention were Mesdames J. J. Comer, Willys; F. L. Kroutil, Yukon, Okla.; and G. E. Vinning, Mahaska, H. Work, Ellsworth.

Three Chicago men, Bert Ball, P. S. Goodman, and J. C. F. Merrill, and S. W. Strong, sec'y of the Illinois Ass'n, came all the way from Urbana to attend the convention.

Tod Sloan, the Dublin terrier, fought a fast round with the white hope—Jesse Willard at Century Theatre, on Wednesday afternoon. While the contest was decided a draw, Tod had the honor of "knocking" his opponent sprawling to the mat.

In the delegation from Wichita were Chas. Baldwin, E. F. Beyer, J. W. Craig, E. M. Elkins, J. R. Harold, David Heenan, Earl W. Jones, Edw. Kelly, W. F. McCullough, J. R. Ritchey, A. C. Rynders, C. C. Smith, T. M. Thomas, and S. P. Wallingford.

Identification badges were supplied by the Grain Dealers National Mut. Fire Ins. Co., which was represented by C. R. McCottee, the local manager, inspectors F. S. Rexford and J. B. Van Voorst, and Miss Bartlett, who spelled everyone's name correctly.

A full steel constructed wagon scale, together with a 1,000 bu. automatic scale and a self-registering beam, were exhibited by the Fairbanks, Morse Co. in room 104 at headquarters and attracted many dealers, who were told of the good points of the devices by R. B. Taliaferro and A. E. Shultz.

From Oklahoma.



F. L. Kroutil, W. L. Perkins, J. H. Shaw, C. F. Prouty, W. M. Randels and J. J. Stinnett.

The Oklahoma grain trade was represented by W. W. Deck, Weatherford; F. L. Kroutil, Yukon; W. M. Randels and J. H. Shaw, Enid; J. E. Stout, Deercreek; P. V. Sutton, Vinita; and W. L. Perkins, C. F. Prouty, D. C. Kolp, and J. J. Stinnett from Oklahoma City.

Elevator builders were actively seeking new contracts every minute. A. C. Ryners represented the P. H. Pelkey Constr'n. Co., F. F. Morley represented Morley Bros. Haden & Plott, while Frank Kaucher, E. Lee Heidenreich and J. C. Bowles represented themselves.

Souvenirs distributed at the convention were not numerous, but those given out were much sought. A novel magazine pencil was distributed with the compliments of A. D. Wright Com. Co., penholders by Henry Lichtig Grain Co., brass edged rulers by the Independent Grain Co. and Lincoln pins by the Grain Dealers Journal.

Among the Nebraska men present were Geo. P. Bissell, Central City; E. Bossemyer, Jr., Superior; T. M. Buckridge, Brock; A. G. Burruss, Belvidere; E. H. Ground, Prosser; J. A. Harvey, Liberty; C. E. Hill, Hastings; A. E. Hockman, Fairfield; S. C. Keckler, Louisville; A. C. Johnson, Holdrege; J. A. Mayer, So. Auburn; S. J. Owens, Hastings; R. D. Ricker, Ellis; L. W. Sage, Julian; and S. Swigle, Hastings.

Kansas City receivers attended in large numbers and were alert for the opportunity to serve or please the visitors. Many pleasant dinner and theatre parties were given, and on the evening of Lincoln's birthday a splendid banquet was tendered 85 shippers by Goffe & Carkener at the Kansas City Club. Addresses of welcome from the heads of the firm drew out pleasing felicitations from representative men from different sections, and all were loath to break away, even tho the wrestling match had been announced for 8 o'clock sharp.

Wednesday night all visiting grain dealers attended an exciting wrestling tournament in the great convention hall. Most of the wrestlers were closely matched and worked hard to win. The visitors were the guests of the following Kansas City firms: Barrett Grain Co., Brodnax-McLiney Grain Co., B. C. Christopher & Co., F. B. Clay Grain Co., Croysdale Grain Co., A. C. Davis & Co., Denton-Kuhn Grain Co., Ernst-Davis Grain Co., C. V. Fisher Grain Co., E. D. Fisher Com. Co., Fowler Commission Co., John I. Glover, Goffe & Carkener, Hall-Baker Grain Co., Hoebel Grain Co., Holdridge & Logan, Kemper Grain Co., Kaw Grain & Elevator Co., Logan Bros. Grain Co., Lonsdale Grain Co., Moore-Lawless Grain Co., Moore-Seaver Grain Co., Moss Grain Co., Murphy Grain Co., Neola Elevator Co., Norris Grain Co., Peirson-Lathrop Grain Co., Roahen-Cary Grain Co., Root Grain Co., Russell Grain Co., Simonds-Shields Grain Co., Smith-Mann Grain Co., H. H. Steele & Co., Shannon Grain Co., Terminal Elevators, Thresher Fuller Grain Co., Tomlin Grain Co., Vanderslice-Lynds Grain Co.

In attendance from Kansas were the following: P. N. Allin, Coffeyville; A. R. Anderson, DeSoto; J. E. Andrews, Carden; F. E. Arpin, Damar;

E. N. Bailey, Baileyville; W. H. Bandt, Phillipsburg; F. K. Barrett, Winifred; D. W. Becker, Meriden; G. T. Belt, Penalosa; J. W. Berry, Scandia; J. M. Black, Lebo; C. F. Blauer, Speed; P. W. Blauer, Irving; A. A. Bradley, Harlan; J. C. Bradley, Rossville; C. W. Bradshaw, Scottsville; J. J. Brown, Willis; W. C. Brown, Beloit; Joseph Bulmer, Michigan Valley; M. W.

Bulmer, Michigan Valley; T. J. Burns, St. Marys; A. G. Burress, Belvidere; A. L. Bushong, Everest; T. F. Busong, Everett.

M. Chamberlain, Beverly; V. F. Chandler, Kerwin; W. E. Clark, Sawyer; L. Cortelyou, Muscotah; J. J. Comer, Willis; Chas. Cooper, Pratt; Geo. Craven, Sumnerella, J. K. Damerutt, Gretna; J. M. Decker, Concordia; J. F. Denton, Seward; F. A. Deroy, Sabetha; J. B. Dick, McLouth; R. W. Dockstader, Cawker City; J. O. Dougan, Harveyville; K. G. Ehrlich, Marion; W. C. Evans, Schroyer; A. W. Finley, Elk Falls.

F. W. Gaunt, Alton; C. A. Geiger, Robinson; J. W. Gifford, Jamestown; M. S. Graham, Zurich; J. C. Haines, Augusta; Bert Harnett, Palmer; G. B. Harjer, Silver Lake; R. E. Harrington, Baker; John Hayes, Winfield; A. F. Hayne, Wetmore, H. H. Heinerman, Brookville; Wm. Habert, Overbrook; John Holmes, Hutchinson; Wm. Hossack, Delphos; Jno. E. Hughes, Culver; C. O. Hugos, Norway; J. T. Hutchings, Russell.

J. D. Infield, Wellington; C. M. Isom, Lebanon; F. A. James, Burden; J. J. Jackson, Oberlin; C. D. Jennings, Bucklin; Edgar Johnson, Everest; Frank Keens, Simpson; A. C. Klaumann, Cuba; C. D. Kinney, Powhatan; O. B. Kirkpatrick, Oswego; M. E. Koesling, Glen Elder; G. C. Layne, Asherville; R. J. Lewis, Home; A. H. Ling, Jetmore; H. M. Lloyd, Sterling; J. A. Lyons, Langdon; E. A. Lund, Cedar; J. E. Mackey, Cimarron; C. D. Marshall, Clifton; M. L. Marshall, Glasco; A. H. Martin, Burdett; G. R. McCormick, Belpre; W. H. Milesell, Rydal; C. L. McCullay, Alton; Paul D. Miller, Russell; E. A. Mowley, Hutchinson; D. W. Mowrey, Gardner; H. B. Nye, Woodston; J. W. O'Connor, Hartford; Gus Oswald, Durham; L. W. Peck, Peck; W. H. Peters, Ashland; W. C. Peterson, Reserve; J. C. Peterson, Ravengwood; A. J. Plush, Penalosa; W. S. Frather, Garfield.

C. C. Ragan, Nortonville; H. B. Ragan, McLouth; C. F. Randel, Hutchinson; D. J. Razlaff, Inman; S. T. Roach, Englewood; A. F. Roberts, Sabetha; J. Robinson, Potter; L. C. Ross, Ellis; E. Row, Larned; Wm. Schrenkler, Gorham; C. C. Starrett, Kinsley; C. E. Stuart, Ford; E. M. Stull, Palco; E. R. Smith, Greensburg; R. W. Smith, Holyrood; W. R. Smith, Effingham; M. H. Taylor, Hewins; B. E. Teichgraber, Emporia; J. F. Tombs, Wellsville; G. E. Vining, Mahaska; I. B. Walker, Winifred; Perry S. White, Frizell; Henry Westerman, Kensington; Leonard J. Woodhouse, Lancaster; W. O. Woods, Liberal; H. Work, Ellsworth; L. B. Young, Hutchinson; W. W. Young, Plainsville.

ILLINOIS DEALERS AS FISHERMEN.

The accompanying illustration proves conclusively that some grain dealers can "make good" in more ways than one. C. E. Davis of Arthur, Ill., who is on a vacation in the "land of sun," is the first

fisherman on the left of the line, while J. E. Collins of Atwood, Ill., another grain man who is "off duty," stands third. Both have more fish than they want.

Mr. Davis writes that the party caught over 200 lbs. of fish and adds, almost needlessly, "We had a fine time." Illinois will need to look to her laurels if Sunny California continues to charm our grain friends.

Don't want to do without the Grain Dealers Journal as long as I am in the business.—J. F. Plice, Markle, Ind.

A useful calendar for 1913 was distributed by E. R. & D. C. Kolp, of Fort Worth, Tex., and Oklahoma City, Okla.

I have tried, but unless I have the Grain Dealers Journal, I am unable to rest easy.—D. C. West, Wyoming, Neb.

We are always glad to see the Journal, the information we get each month pays for itself. I have a keen appreciation of the Journal and look forward to its issuance.—Bert Muthersbaugh, A. E. Staley Mfg. Co., grain dept., Decatur, Ill.

Barley values will hold well, we are inclined to think, largely because the big reserves cannot be made available, owing to the lack of cars, and the weakness in barley values, if it comes at all, is not likely to come until late in the spring. European barley values are reported weak.—Somers, Jones & Co.

THE SPECULATOR plays an important part in the assimilation of each grain crop. Before the grain is sown it is being bought and sold for future delivery, traders commencing to contract long in advance to accept or make delivery at the price conditions warrant. As each day's events contribute their quota to the market news, prices for future delivery are adjusted to harmonize. The varying conditions of moisture, and all climatic considerations, not only of our own but other countries, the movements of grain in all four corners of the earth—even political and economic conditions are brought to bear in determining the actual price value. When the wheat, or oats, or barley, or corn, at last is harvested and started for market, the prices have been attuned to the exact conditions and the heavy marketings are received without a tremor.—Southworth & Co.



1st, C. E. Davis of Arthur; 3rd, J. E. Collins of Atwood, Ill., now at Long Beach, Calif.

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FARMER GRAIN DEALERS Meet at Sioux City.

Many grain elevator managers, officers and stockholders attended the Ninth Annual Meeting of the Farmers Grain Dealers Ass'n, Feb. 11, 12 and 13 at Sioux City, Ia. All meetings were held in the City's Auditorium.

A short business meeting of the directors of the Mutual Fire Insurance Co., of the Ass'n, was held Tuesday morning. Secy. of the company, W. G. Messerole of Gowrie, read the annual reports, stating that the total amount of insurance now in force is \$1,184,000. New risks written during the year amounted to \$400,000, and that losses of \$7,965.85 were paid.

The convention was called to order promptly at one o'clock Tuesday afternoon by Pres. Hathaway, who responded to speeches of welcome.

F. H. Sloan of Sheldon spoke on "Margin in Profits in Buying Grain." He said that he did not believe any definite margin could be determined, because of the condition and grade of the grain and the market fluctuations. Many favored the buying on a two cent margin.

"Problems that Confront the Manager" were handled by Wm. Forney of Jolly. Mr. Forney spoke of the bother connected with telephone solicitation by commission men. He said further, "The farmers, who patronize the grain elevators, especially those who own stock in the company, are always the hardest to please. They think they are not being paid enough for their grain." He pleaded with the directors and officers present to permit their elevator managers to handle all of the business end of the elevator company. "Managers are hired men, they are hired to make money, and if they don't another is secured. Hence a manager should be left to do as he pleased, rely on his own resources and knowledge in proving his worth to his company."

G. W. Toyne of Carroll took the stand that managers should employ the extra help, and be held responsible for their actions.

"Terminal Markets" opened a lively discussion on both sides. From the discussion, talks and much authoritative advice farmer grain dealers were advised to consider this question carefully and with much study before taking action.

The main topic of the Evening Session was "Car Shortage Problem." It was opened by Jorgen Anderson of Graettinger, who stated that the railroads should build more cars, and that a resolution should be drawn up asking for the aid of the Interstate Commerce Commission in compelling the carriers to do so. He advised the appointing of a committee to take up this branch of work. "The railroads ask us to prepare more storage room, but this is unreasonable as we cannot furnish sufficient storage room to hold all the crops at one time."

Mr. E. F. Froning of Geneva followed, stating that he had always been able to secure all the cars desired, but had been forced to ship his grain to Peoria terminals by the M. & St. L. Ry., when it would have been more advantageous to ship to other markets.

One shipper said too many cars would tend to lower the prices, and force the farmer to accept lower prices for his grain.

THE WEDNESDAY SESSION.

Sec'y J. A. McCreery, of the Farmers' Grain Dealers Ass'n of Illinois, addressed the meeting on the subject of "Mutual Interests." He urged the Iowa association to co-operate with the farmer associations

of Illinois, Nebraska, South Dakota and Minnesota in the fight for a passage of an antioption law that will prohibit grain brokers from selling grain for future delivery. He said further:

"It is up to the grain dealers' association to aid the government in the case. The board members assert that it is not operating in restraint of trade, but to benefit the trade. Is it a benefit to you, farmer grain dealers, for them to fix a price which you shall get for grain twenty out of twenty-four hours? During those twenty hours buyers are not permitted to give a higher price than that established by the board of directors. When the time is up you can sell your grain for a higher price. Is this beneficial to you?

"The railroad attorneys have been attempting to put in the rates in Illinois for months and that it is their intention to place the same rates in Iowa.

"It is time for you farmer grain dealers to get busy and cooperate in this fight," Mr. McCreery declared. "The new rate schedule provides a 1-cent increase on every bushel of corn shipped. If they are allowed to make this rate it will cost you farmers \$5 per 1,000 bushels. In Illinois it will mean an increased revenue of \$1,500,000 for the railroads.

"The railroads after much delay now tell us that they will put the rates into effect on March 15. We will carry the case to the interstate commerce commission. We want the Iowa association to assist in the fight, because it is for your interests."

Hon. Clifford Thorne, Chairman of Board of Railroad Commissioners of Des Moines, addressed the meeting in a plea that Iowa factories and jobbing houses be placed on a shipping rate equal to shipping rates of those business institutions of other states.

THURSDAY SESSION.

Politics, factions, cliques and association legislation entered the election of officers on Thursday. The entire day was devoted to the selecting of eligible delegates and to the casting of votes, with the final result in the election of the following officers: Thos. McManus, of Dougherty, Pres., J. W. Hagans, of Barnum, V. Pres., D. D. Paine, of Eagle Grove, Treas., and W. J. Ray, of Colo., Sec'y. Directors elected were: W. S. Foley of Melvin, J. E. Mereness of Glidden, Ira D. McVicker of Eagle Grove, William McCandless of Sloan, Simon Kemmerer of Boone and Ralph Van Zyl of Alton.

RESOLUTIONS ADOPTED.

Be it resolved, That it is the view of this organization that the making of a uniform classification of freight is such a public function that it should not be performed by either the railroads or the shipper, but by a disinterested body, by the government itself, acting through the interstate commerce commission, and we most urgently insist that our representatives in congress shall empower the interstate commerce commission to make said uniform classification of freight.

Be it resolved, That we most heartily indorse and recommend that the necessary steps be taken to co-operate with the farmers of Nebraska, Minnesota, South Dakota, Illinois and North Dakota to erect at the terminal markets, elevators to be owned and operated by the grain growers, and in this way to give to the producers what they are rightfully entitled to for their grain.

Be it resolved, That we most heartily indorse and recommend that the officers of this association take the necessary steps to have placed on the statute books a law governing the buying and selling of grain for future delivery and recommend that no trades in grain for future delivery be allowed unless the grain traded in is actually in existence; or, in other words, stop gambling in the products of our farms.

Be it resolved, That we most heartily indorse the proceedings of the United

States government in its action to prevent fixing of prices of grain by the Chicago Board of Trade, and trust that this vicious practice will be abolished by the government.

Be it resolved, That we do indorse the action of the national government in its work of standardization of grades for grain, and that we urge the completion of such standardization work at the earliest possible time consistent with a thorough investigation.

Be it resolved, That we indorse the action of the secretary of this organization before the railroad commission relative to the pro rata distribution of cars based on business done under normal condition.

SOO CITY SCENTS.

Waterloo was chosen from many other cities represented for the meeting place of the next annual convention.

Wives of the visitors were entertained at a luncheon and theater party by wives of the members of the Commercial Club.

Pencils were passed out by the representatives of E. W. Bailey & Co., Nye, Schneider, Fowler Co., and P. H. Schiffelin & Co.

B. S. Wilson & Co., representatives, entertained a large party of grain elevator managers at dinner on Wednesday and Thursday of the meeting.

The Fairbanks-Morse Co. exhibited an automatic scale which proved of much interest.

There were about as many grain solicitors as elevator managers present, the only trouble being that there were not more meals during the day for the manager to eat.

The balcony railing of the Hotel Martin resembled an art gallery in the fact that some one hung a sign on it Tuesday morning, and before noon the sign painter had employed two men to help him.

Iowa blue grass seed is being shipped to Bohemia, and Webb McConnell, manager of the Green Valley Seed Co. at Oakland, Ia., has contracted for the sale of 5,000 bus.

Alfalfa seed is in demand at Tulare, Cal. A large acreage is being planted in alfalfa, and the sale of seed is unprecedented. The seed is of good quality and is selling at a low price, 13½c; compared with 20c per pound last year.

THE INTERNATIONAL Congress of Agriculture will be in session at the International Exposition, in Ghent, Belgium, from June 8 to 13, 1913, and will specialize on science of agriculture, culture of special crops, agricultural education, cattle breeding, agricultural engineering and forestry.

The ideal merchant of the future will be the merchant who intelligently combines his advertising policy and his store policy—who believes not only in getting business through carrying out to the limit his printed claims—but who realizes that the customer is the whole foundation of his business and that upon the way the customer of today is treated depends the number and the confidence of the customers of tomorrow.

THE GOVERNMENT'S first report shows winter wheat off to a flying start, conditions being well above the average. The next report is on April 1 condition. Ordinarily but little damage occurs between these two dates. While it is within the range of possibility that the intervening months may work many hardships, the period as a rule is accountable for little more than half as much deterioration as from April 1 to harvest. Decline in condition prior to April 1st averages 3.5%, subsequent to that date, 6.5%—Southworth & Co.

THE FUNCTION OF THE Commission Merchant.

BY E. P. BACON.

The writer, after an experience of more than forty years as a grain receiving commission merchant, engaged at one of the primary grain markets of the country, desires to offer a few thoughts as to the true function of the commission merchant in his relation to the country grain dealer, the result of his observation during this long experience having become intensified in his mind with the passage of years.

The writer regards the relation of the commission merchant to the shipper as being one of a fiduciary nature, and he should accordingly be free from any pecuniary interest apart from or in competition with that of his client, either directly or indirectly. To be more specific, he should not be engaged or interested in any way in the purchase of grain either in the country or at the terminal market; neither should he engage in the purchase of grain on commission in such market, or be interested in any manufacturing or shipping business using or handling grain or grain products of any kind. In other words, his interest should be confined and his attention and energies devoted solely to the disposal of the property entrusted to his care to the best possible advantage of the owner thereof.

The receiving commission merchant should regard himself as the immediate representative of the country shipper and exert his influence at all times to secure the adoption and enforcement of such rules and regulations by the Board of Trade or Chamber of Commerce of which he is a member as will afford proper protection to the interest of the shipper in every respect. The regulations established for his protection during the past twenty years have been secured only by means of vigorous effort, and in some cases after a long continued contest waged by the shippers' representatives. Changing conditions necessitate constant vigilance on their part in this direction.

In case of damage to the property in transit, or wastage from leakage, it devolves upon the commission merchant to file claims against the carrier for such damage or loss, supported by proper evidence, and follow up the claims in the same manner as if the property were his own. In fact, he should put himself in the shipper's place and act in his behalf, for the promotion of his interest in every direction.

On the other hand, the shipper should realize that the combined influence of the body of receiving commission merchants is of great value to him in securing the proper recognition of his rights and interests by grain exchanges and by the trade in general. The solid resistance of such a body of men to unjustifiable demands on the part of those engaged in the purchasing of grain for manufacturing purposes or for reshipment to consumptive territory is a power in the development of upright and honorable dealing, which insures, to the benefit of the country dealer; and the latter weakens that power in a degree by placing his property by direct sale in the hands of parties whose interests are diametrically in conflict with his own. A supposed gain acquired for the moment by this method is likely to result in serious disadvantage to the body of shippers in the long run by reducing the strength of their immediate representatives on the

grain exchanges, as the natural result of the diminishing volume of grain in their control, the possession of which enables them to a certain extent to dictate prices and terms to the advantage of the shipper.

MEETING ILLINOIS FARMERS ELEVATOR ASS'N.

The Illinois Farmers Grain Dealers Ass'n held its 10th annual convention Feb. 19-21 at Jacksonville, Ill., Pres. F. C. Wallbaum of Ashland calling the meeting to order.

Sec'y J. A. McCreery of Mason City, in his annual report, said:

Secretary's Report.

This Ass'n was organized 10 years ago in Springfield with 35 men present, representing 25 elevator companies.

During the past year there have been organized through the efforts of the Ass'n 43 new companies, and there have been substantial increases in the membership of the Ass'n.

An important item in the work during the past year has been in securing switch connections for elevators where railroads were unwilling to furnish such connections. In one or two cases it has been necessary to take such contests into courts, where decision has been rendered in favor of the elevators.

Even more important has been the work of preventing the railroads putting into effect a new rate schedule by which, had it been operative, the farmers would have been compelled to pay out more than \$1,500,000 in freight rates on grain shipped in the state. The roads had proposed to raise the rate for shipping grain one cent per 100 lbs.

The Ass'n is working at present to secure a ruling of the railroad and warehouse commission by which the railroads will be compelled to distribute cars for loading grain according to the tonnage to be shipped. At present the method is to give each man a proportion of the cars no matter how much or how little grain he may have. The Ass'n holds that the roads should give the man who has 10,000 bus. of grain to ship twice as many cars as the man who has 5,000 bus. of grain to ship.

Treas. J. D. Abbott of Mason City reported a balance on Feb. 1 of \$415.72. During the past year the Ass'n paid out \$830 to assist in legislative work. The vouchers paid during the year amounted to \$2,271.78.

J. A. McCreery, for the com'ite on terminal elevators, reported some steps should be taken looking toward the ultimate ownership or leasing of elevators in terminal centers like Chicago, Peoria, St. Louis and Decatur.

Jos. Henebry, of Plainfield: Modern elevators in Chicago would mean a saving of \$250,000 annually in insurance alone.

J. A. Grotevant, Ocoya: The farmers' co-operative ideas are not commencing to be realized when they merely consign their grain to big firms in large markets such as Chicago, Minneapolis and St. Louis, because then the grain falls into the hands of manipulators who undoubtedly realize much from it. I believe that the farmers' movement will receive benefit when the farmers market their grain direct to the last buyers in consuming centers, in car lots for both domestic and export use.

My proposition is to incorporate, buy out a large elevator which is now in operation and which can be bought for shares of stock instead of money, and to sell the balance of the shares to farmers' elevators who will be guaranteed a dividend of 6 per cent on their investment.

THURSDAY MORNING SESSION.

The report of the nominating com'ite, naming the following officers for the ensuing year, was unanimously adopted:

Pres., H. W. Danforth, Washington; first vice pres., A. C. Rice, Jacksonville; second vice pres., J. C. Saylor, Cissna Park; treas., J. B. Abbott, Mason City; directors, Fred Mudge, Peru; Bert Adsit, Pontiac; C. J. Baer, Monticello.

Thursday afternoon J. D. Phillips of Green Valley, pres. of the Illinois Bankers Ass'n, delivered an address on agricultural education.

George Brunskill, of Pontiac, opened the session set apart for the managers in the following brief address:

Last year a statement made at the managers' session brought a contribution of over \$800 for legislative work and that the money has been wisely expended.

Some roads in months when crops are moving can furnish only six or seven cars a month and might as well be out of the business. Roads ignore warnings to get their cars in shape because of the prospect of big crop movements. When the time comes for moving crops you can see on many side tracks cars out of repair. One reason is that the roads are so heavily mortgaged that they put off expensive repair work just as long as possible.

Until a few years ago the college of agriculture accomplished comparatively little but now the university is taking the work out to the farms and is accomplishing much.

Our man, Roy C. Bishop, is a graduate of Missouri university, and has the endorsement of the agricultural authorities of the Illinois university. His work is to study soil fertility, rotation of crops, soil analysis and such other large agricultural topics from the point of view of Livingston county farmers. The work includes a four year course in instruction and every member of that body that employs Mr. Bishop has the benefit of all the knowledge he can impart.

I recommend the employment of a soil agent by every county in the state. We find that it is paying us, and I think every county will find it pays.

Before reading his paper on "Standardization of Grades," P. C. Allen of Ransom asked questions which brot out the following facts: Fifty managers of elevators were present; 26 of them advance money on grain; 10 advance money without interest; 9 store grain free; 2 pay for exchange on drafts.

FRIDAY'S SESSION.

The directors announced the appointment of A. N. Steinhart of Ransom to succeed Mr. McCreery as sec'y. Mr. Steinhart is mgr. of the Farmers Elevator Co., and will remove to Peoria or Bloomington.

Mr. McCreery was offered an increase in salary; but said: In the first place the salary is not sufficient, and in the next place, the expenses will be too high for the finances of this association. And I am very proud to add to that, that I was told that if I could see any way in which to increase the finances of this association that they would be glad for me to name my price.

S. C. Shaw, of Tallula: We have, by investigation, found that the methods employed in the weighing departments could be improved upon, that the department in a certain terminal market seems to be dominated by a few who are looking only to their individual interest and ignoring sane interest of the shipper. We have also found that the country shipper in this particular terminal is very poorly protected in the way of a watchman. There are in some instances only one man employed to watch miles of track. We believe that the shippers' interests should be looked after, to the extent that sufficient men should be placed at these team tracks and see that the grain after leaving the car goes directly to the scale.

Ottawa was selected as the place of the next annual meeting.

Adjourned *sine die*.

Grain Trade News

CALIFORNIA.

San Francisco, Cal.—Alfalfa Products Co. incorporated; capital stock \$50,000.

Redlands, Cal.—The Main Hay & Grain Co. has bot the grain business of Edson & Edson.

San Pedro, Cal.—The 125,000-bu. elvtr. of the Globe Mfg. Co. at this station has been completed. The house is 90 ft. high.

Woodland, Cal.—C. F. Thomas, Fred Mathei and W. C. Stephens have bot the interests of J. F. Garrette in the firm of Garrette & Thomas.

San Francisco, Cal.—Work is progressing on the elvtr. of the Globe Mfg. Co. in this city. The company has just bot the Steamer Portland, which has a capacity of 97,000 bus.

Yuba City, Cal.—To cover a grain shortage after disposing of grain which did not belong to them, Ira and Loyd F. Wood are alleged to have burned the Meridian grain warehouse about a year ago and are charged with arson. It is said they also collected insurance in excess of the amount risked.

CANADA.

Success, Sask.—The elvtr. of McEwan, Dougherty & West burned recently.

Moose Jaw, Sask.—The Moose Jaw Elvtr. will be enlarged, the improvements to cost \$75,000.

Saskatoon, Sask.—S. A. Early will build a 3-story elvtr. and warehouse to cost \$25,000.

Redcliffe, Alta.—The elvtr. and mill of the Redcliffe Mfg. & Elvtr. Co. burned Feb. 8; loss \$90,000.

McLean, Sask.—The elvtr. of the Lake of the Woods Mfg. Co. at this station burned recently.

Mortlach, Sask.—I am out of the grain business for the present.—R. I. Parsons, formerly agt. for Central Grain Co.

Fort William, Ont.—The new government elvtr. will be equipped with a drier to be in operation by September of this year.

St. John, N. B.—The government will build a 1,000,000-bu. elvtr. at this point and will probably erect one or more elvtrs. in the Courtenay Bay district.

Moose Jaw, Sask.—After effecting the proposed organization of the grain and flour interests at this market, it is planned by those interested, to erect an Exchange Building.

Port Moody, B. C.—Large elvtrs. will be built at this point by the Can. Pac. Ry. Co., if the present plans materialize. The company is figuring on handling 50,000,000 bus. of wheat annually.

Port Colborne, Ont.—The 750,000-bu. government elvtr. at this port handled 12,100,000 bus. of grain last year, ranking second to the Grand Trunk Elvtr. at Tiffin, which holds the record at 13,680,000 bus.

Winnipeg, Man.—Geo. Fisher, mgr. of the Scottish Co-operative Society, has gone to Europe to confer with the stockholders of the company in reference to increasing the number of the company's elvtrs. in western Canada.

Calgary, Alta.—A com'te consisting of Malcolm MacKenzie, Chas. Stewart, Chas. W. Cross and E. J. Fream, has been appointed to draft a bill providing for the financing by the provincial government of a company to construct a system of farmers' line elvtrs. in the province, to be known as the Alberta Co-operative Elvtr. Co.

Winnipeg, Man.—G. S. Mathieson has brot suit against the Winnipeg Grain Exchange to restrain the collection of a fine of \$500 imposed for alleged breach of by-law No. 19. The court granted a temporary restraining order until Feb. 26. Mr. Mathieson has been a member of the Grain Exchange since April 10, 1912; but is in the employ of McLennan Bros., who are not members of the Exchange.

Coquitlam, Can.—The Can. Pac. Ry. Co. is reported to be making plans for several elvtrs. and warehouses and the establishment of other adequate facilities for handling millions of bus. of grain along the Pitt river and at this point where the company have extensive freight terminals. Gen. Mgr. Geo. J. Burg says: On the Pitt river, besides having the advantages of a fresh water harbor for the ocean-going grain-carrying vessels, there would also be the minimum of switching and haulage after the grain trains arrive at the western freight terminals and this location was finally selected by the company for the oft-discussed elvtrs.

Fort William, Ont.: "Conditions are healthy at Port Arthur and Fort William, and we firmly believe, in fact we can see, that development of a rapid and important nature has already started. At present from 100 to 200 cars of grain a day are being shipped East, but this is not relieving the situation and it is expected that within a week about 125 cars of grain a day will be going to Duluth over the Can. Nor. and between 6,000,000 and 7,000,000 bus. of Canadian grain will reach Duluth before the opening of navigation. The Canadian government has let a contract to the Barnett-McQueen Company for a 3,500,000-bu. elvtr. at Port Arthur, to cost \$1,500,000, and the Can. Nor. Ry. Co. is adding 3,500,000 bus. storage room to its elvtr. while at Fort William the Grand Trunk road is adding storage capacity to the extent of about 3,500,000 bus., and the Can. Pac. is adding 2,500,000 bus. to Elvtr. B. Parish & Lindsay have built a 2,500,000-bu. elvtr. and the Can. Pac. is to erect a Horn elevator with about 2,500,000 bus. capacity. With these additions to present storage Port Arthur and Fort William, it is believed, will be in good condition for next year. About 12,000,000 bushels of grain are afloat in the harbor there now.—John M. Wolvin.

Winnipeg, Man.—Believing that the completion of the Hudson Bay R. R. and the Panama Canal will open a big field for activity in grain, the Canadian Grain Commission in its recent report, recommends that the government take immediate steps to provide adequate facilities for the handling of the future grain crops of the country and suggests the construction of a line of interior elvtrs. with transport elvtrs. on the coast and on the shores of Hudson Bay, as the best solution of the problem. The establishment of sample markets at this point and at Calgary by Sept. 1, is also recommended in the report which also holds the suggestion of the establishment of a laboratory for testing the milling and baking qualities of Canadian wheat. The total capacity of the 2,225 country elvtrs. reported is placed at 67,000,000 bus. and the capacity of the terminal elvtrs. at Fort William at 28,000,000 bus., a total increase of 12,000,000 bus. capacity over last year. The advisability of the supervision of Canadian grain while in transit thru Canadian channels to the Atlantic steamers is also mentioned. The report covers 79 pages, the 9 chapters dealing with the following subjects: The handling of the tough, damp and wet grain of last years' crop, a total of 2,209,801 bus. of wet grain being handled by the Drier Helena of the Armour Grain Co., in 44 days

at Fort William, the shrinkage amounting to 102,133 bus., leaving a total of 2,118,841 bus. of grain saved at the average cost of 4.85c per bu. or a total of \$107,340.60; most of the grain was heating or hot and would have been a total loss had not the steamer been available; a statement of matters pertaining to inspection and the recommendation that the number of grades of Nos. 1, 2, 3, and 4 Nor. be still further reduced, altho a reduction from 47 to 36 grades has already been made; the plans of the government elvtr. to be erected at Port Arthur; sample markets; transportation, showing the movement of grain from initial to terminal points; the financial report of the commission and a review of the work accomplished by the commission in the 8 months of its existence. The book closes with various recommendations in reference to weighing, inspection, sample markets and elvtrs.

COLORADO.

Towner, Colo.—I have succeeded K. S. Jepson.—J. J. Kella.

Milliken, Colo.—The farmers of this vicinity are building a flour mill.—Lovejoy Bros., Berthoud.

Wild Horse, Colo.—The elvtr. of C. C. Higgins burned Jan. 21; loss \$5,000, covered by insurance.

Las Animas, Colo.—The Arkansas Valley Grain Dealers Ass'n held a meeting at the Palace Hotel, Feb. 13. Many members were in attendance.

Akron, Colo.—Several meetings have been held and there is some talk of organizing a farmers elvtr. company here to build an elvtr. If it is built it will be put up on the Burlington R. R.—T. McAloon.

IDAHO.

Nez Perce, Ida.—The Nez Perce-Rochdale Co. will install new equipment at its plant so that grain may be handled in bulk.

St. Anthony, Ida.—Christian Anderson, while oiling the machinery near the top of the elvtr. of the St. Anthony & Dakota Elvtr. Co., was caught by the shafting and instantly killed.

Lewiston, Ida.—The Peck County Farmers Union has placed an order with the Albers Bros. Mfg. Co. for 75,000 grain bags. Bags are quoted at 10½c, the highest price asked for them so early in the season for years.

ILLINOIS.

Gardner, Ill.—The Goldfarm Grain Co. has been dissolved.

Joliet, Ill.—The Farmers Grain Co. will build another elvtr. to cost \$2,000.

Philadelphia, Ill.—Roy and Walter Ross have bot the elvtr. of E. B. Conover.

New Berlin, Ill.—The Central Ill. Grain Co. will build an elvtr. at this station.

Colmar, Ill.—The new 14,000-bu. elvtr. of J. L. Williams & Son has been completed.

Dawson, Ill.—I am buying grain for E. B. Conover at this station.—L. Parkhurst.

Newman, Ill.—A. Gilmour and C. Cuthbertson are building an elvtr. at this station.

New Boston, Ill.—G. Ives & Sons have remodeled their elvtr. and installed a separator.

Fogarty sta., Broadwell p. o., Ill.—The elvtr. of the Farmers Elvtr. Co. has been completed.

Sidney, Ill.—The elvtr. of L. B. Saffer, known as the Scott Elvtr., has been closed for the season.

Edinburg, Ill.—C. R. McClintock is again mgr. of the Farmers Elvtr. Co., having succeeded C. A. Vigal.

Martinton, Ill.—Louis J. Sieling, ass't mgr. at Danforth, has succeeded Geo. Lottingville as mgr. of the Farmers Elvtr. Co.

Franklin Grove, Ill.—W. A. Pegram has succeeded L. A. Seelman as mgr. of the Farmers Elvtr. Co., Mr. Seelman resigning.

Springfield, Ill.—Representative Tice has introduced in the House H. B. 84, providing for a state good roads commission.

Lees Crossing, no p. o., Ill.—The farmers of this section will probably build an elvtr. on the interurban line, 3 miles south of Union.

Bishop Hill, Ill.—V. J. Olson, mgr. of the Galva Grain Elvtr. Co., will become mgr. of the Farmers Elvtr. Co. at Grinnell, Ia., Mar. 1.

Mason City, Ill.—The Farmers Elvtr. Co. established a record when it recently shipped 30,000 bus. of corn to New Orleans in 4 days.

Peoria, Ill.—Lamson Bros. & Co. of Chicago have opened an office in the Board of Trade Bldg. with Guy F. Luke as mgr. and T. J. McGrath as operator.

Sidney, Ill.—Mr. Best of Palmer has been selected as mgr. of the Sidney Grain Co. and will succeed E. S. Anders, who has been temporarily in charge.

Paxton, Ill.—Mr. Fielder of Orie, Ind., is the purchaser of the elvtr. of C. E. Thrasher at this station. He will take possession Mar. 1—Chas. Shelby.

Sweetwater, Ill.—The recently incorporated Sweetwater Farmers Elvtr. Co. will build an elvtr. east of this village on the new branch of the C. & N. W.

Meritt, Ill.—We have not decided as yet just what kind of a house we will build at this station to replace the one burned Dec. 31.—Greenleaf & Co., Alexander, Ill.

Springfield, Ill.—Senator McGill has introduced a bill in the Senate creating the office of consulting agriculturist. The bill was prepared by the Illinois Bankers Ass'n.

Fairview, Ill.—We have a new 20,000-bu. elvtr., and have taken in 7,000 bus. of oats. The C. B. & Q. will probably complete a switch to our elvtr. in the next ten days.—W. H. White, mgr. Farmers Elvtr. Co.

Chesterville sta., Lincoln p. o., Ill.—Barney Wiebold, who was recently hurt in the elvtr. of the Spellman Grain Co., died from the effects of his injuries Jan. 30. Relatives of the victim will receive the insurance.

Urbana, Ill.—The directors of the Illinois Grain Dealers Ass'n have adopted resolutions endorsing Prof. Willis L. Moore for the position of Sec'y of Agri. and have forwarded a copy of the resolutions to Pres-elect Wilson.

Springfield, Ill.—Senator Clark has introduced a bill in the senate removing the board of trade from the provisions of the "three for one" recovery act and providing that board of trade members may deal in insurance indemnities.

North Ritchie sta., Wellington p. o., Ill.—Bruns & Stahl recently filed a petition in bankruptcy, scheduling their liabilities at \$49,849.69 and assets at \$24,170.35. Goodwin Bros. are in charge of the business at present, Erwin Goodwin having been appointed trustee.

Peoria, Ill.—Mrs. Maggie McInroy and her daughter Mabel, charged by the owners of the Burlington Elvtr. with being trespassers on the elvtr. property and also with the theft of grain belonging to the company, were found not guilty Feb. 15, when the case was brot to trial.

Peoria, Ill.—Grain thieves in the railroad yards are becoming more bold and not content with taking the "sweepings," are breaking the seals on cars and helping themselves, according to recent reports. Every effort is being made by the railroads and authorities to catch the guilty parties.

Stanford, Ill.—Burglars worked the combination of the safe in the office of the elvtr. of the Stanford Grain Co. during the night of Feb. 12, and escaped with \$91 in cash and checks. Mgrs. James Murphy and Wm. Springer took pains to see that the safe was securely locked when they left the elvtr. at 9 p. m., but found it open in the morning, with the combination unharmed. The thieves gained access thru a window.

Morrison, Ill.—An oat bin, containing 1,500 bus., in the elvtr. of Renkes Bros. sprung a leak, Feb. 14, and about 100 bus. of grain ran out before the break was temporarily repaired. It was found that several joists under the bin had broken and after the bin was emptied the damage was easily adjusted.

Springfield, Ill.—A com'ite composed of E. R. Ulrich, chairman, Lee G. Metcalf, C. M. Woods and F. C. Wallbaum, was recently appointed at a meeting of the officers of the Illinois Grain Dealers Ass'n and the Farmers Grain Dealers Ass'n, to secure an amendment to the state law pertaining to the shortage of grain in transit. The first meeting of the com'ite was held Feb. 20.

Springfield, Ill.—S. B. 55 introduced in the Senate by Senator Waage requires common carriers to make prompt settlement for damages incurred in shipping. Settlement within 50 days is required where the shipment is between points on the same road. Where the shipment is between two or more systems, settlement must be made within 90 days. A penalty of \$25 is provided for each violation.

The Illinois & Michigan Canal Commissioners, who have permitted the canal to fall into decay, are threatened by the United States Department of Justice with a demand that the canal and its land be returned to the federal government, in which event the canal commissioners would lose their fat jobs. Hence the commissioners have just issued a pamphlet of 39 pages appealing for a state appropriation of \$1,000,000 for alleged improvements, that will enable them to make a pretence of maintaining the waterway, in reality to waste more public funds.

Mattoon, Ill.—Suit will be brot against 6 insurance companies by the Farmers Elvtr. Co., to recover insurance alleged to be due on the elvtr. burned by incendiaries Oct. 22, 1912. The companies have settled for the grain destroyed but have been unable to reach a satisfactory understanding on the balance of the insurance carried. The companies involved are the U. S. Fire Insurance Co., \$1,200; Boston Insurance Co., \$1,000; Granite State Fire Insurance Co., \$1,200; Atlas Assurance Co., \$1,200; Rochester German Underwriters Agy., \$1,200 and the Philadelphia Underwriters, \$1,200.

Golden, Ill.—Because Witt Bros. refused to positively identify under oath, the bags of clover seed said to have been stolen from them by Anton Nebuhr and found by the sheriff in a shed at the rear of the home of the accused, the defendant was found not guilty. The firm was absolutely sure beyond any reasonable doubt that the theft of about \$25 worth of clover seed was taken by Nebuhr from their warehouse, but neither would take a chance on the witness stand and identify the property. Nebuhr claimed that he had found the seed in the alley back of his house and had put it in the shed for safe keeping. He testified that he had tried to locate one of the Witt Brothers upon hearing of the theft, but had been unable to see either one of them. The seed was in his possession for about two weeks.

Springfield, Ill.—S. B. 46, introduced in the senate by Senator Landee, provides for state, county, and township co-operation through proper officials, namely a state highway commissioner appointed by the Governor, a state highway engineer, a county road supt. for each county and a township highway commissioner for each township. A county or township may issue road bonds, when so authorized by a majority vote of the citizens of such territory. The state is to pay one-half of the cost of any road improvement undertaken under this proposed law. The roads in any township are to be so located as to properly connect with the roads of adjoining townships. Senator Bailey has introduced S. B. 14, compelling fire insurance companies to pay the face value of policies when not greater than the actual cash value of the property insured.

Graymont, Ill.—The new elvtr. of the Farmers Elvtr. Co. will be of cribbed construction 36x50x60 ft. to the plate, with a cupola, 16x40x18 ft., and the entire building will be covered with galvanized iron and will be on a concrete foundation. The equipment will include a manlift, 2 dumps, 2 elvtr. legs, 14x7 in. cups, 3,000-bu. automatic scale and a 25 h.p. oil engine. Work will be started by at once by Geo. Saathoff, who has the contract.

Springfield, Ill.—Senator Martin B. Bailey recently introduced a bill in the senate which provided for the formation of a "state board of control," to have mandatory jurisdiction over the bond and stock issues of all railroad companies doing business in Illinois; the board to be composed of the railroad and warehouse commissioners, the governor, attorney general, secretary of state, state auditor and state treasurer. The bill also provides that before there can be an increase of capital stock or a flotation of bonds or coupon notes railroad companies must make formal request of this board.

CHICAGO NOTES.

Chas. B. Congdon has started in business as C. B. Congdon & Co. with offices in the Board of Trade Bldg.

CHICAGO CALLERS: O. E. Jacobs, Yorkville, Ill.; J. S. Garrett, Momence, Ill.; J. S. Hutchins, Ponca City, Okla.

W. Scott Cowen has resigned as chief state grain inspector, but will retain the office until his successor is appointed.

Frank M. Bunch has opened offices in the Insurance Exchange Bldg. and is now doing business on his own account, having severed his connections with Rumsey & Co.

The trial of Frank M. Bunch, recently accused of cross trading, will be held Feb. 26 and that of Mark Bates, also accused of the same offense, will follow the conclusion of the Bunch case.

Gurdon G. Moore, member of the Board of Trade for over 35 years, died Feb. 16, after a brief illness. Mr. Moore was 72 years old and was for many years prominent in the grain trade, serving at one time as a director of the exchange. He was a partner of Murry Nelson.

The Fellowship Club of the Board of Trade held its annual banquet at the Grand Pacific Hotel, Feb. 24, with 200 members in attendance. The diners were addressed by Pres. Andrew of the Board of Trade, who was the guest of honor, Congressman-elect Fred A. Britten, John W. Rainey and Robert Boylan, pres. of the club, who also acted as toastmaster.

On Feb. 17, the inspection dept. of the Board of Trade inspected 2,008 cars of corn. Since the adoption of the moisture test in inspection of corn, complaints have been few and the dept. is being complimented upon the efficiency and speed with which big receipts are handled.

Application for membership in the Board of Trade has been made by Frank W. Annin and Frank A. Miller. Thos. V. Brennan, James M. Kirby and Alphonse Moyse have been admitted to membership and the memberships of Albert G. Wheeler, Jr., Wm. H. Moorehouse, estate, and A. Frank Beales, have been posted for transfer. Memberships are quoted at \$2,250 net to buyer.

The United States Supreme Court on Feb. 24 decided against E. R. Bacon in his suit against the State of Illinois to avoid paying tax on grain temporarily held in his elevator, holding that "The property was held within the state for purpose deemed by the owner to be beneficial. It was not in actual transit and there was nothing inconsistent with the federal authority in compelling the plaintiff in error to bear with it, in common with other property in the state, his share of the expense of the local government." This decision will be published later in full in the Journal.

The GRAIN DEALERS JOURNAL.

Fred S. Smith, formerly with Lamson Bros. & Co., has joined the forces of E. W. Wagner & Co. where he will assist Mr. Fones in the cash grain dept.

Assistant Chief Grain Inspector Sam H. Smith on Feb. 15 was given judgment against James S. Templeton in his libel suit. Templeton had charged Mr. Smith with neglect of duty. Judge Chas. M. Walker in the Circuit Court of Cook County ordered defendant to pay all court costs and attorneys' fees, and Mr. Templeton paid the judgment in court. The similar suit by Chief Grain Inspector Cowen before Judge Kickham Scanlan ended in a similar judgment. During the many years of his connection with the state grain inspection department Mr. Smith has always borne a reputation for fairness; and while he admits he might make an honest mistake, he resents any charge of crookedness. In his libel suit Mr. Smith accomplished his purpose, which was not to seek money damages, but a vindication.

INDIANA.

Indianapolis, Ind.—A bill has been introduced in the state legislature requiring the farmers to wage war upon wild garlic and onions.

Kennard, Ind.—The Kennard Elvtr. Co. incorporated; capital stock, \$22,000; incorporators, B. F. O'Neal, W. Spowl and U. Unger.—F.

Redkey, Ind.—Aukerman & Cook have bot the elvtrs. of Hufnagle & Miller at this station and at Powers, taking possession Mar. 1.

Amboy, Ind.—C. L. Aukerman is mgr. of the recently organized Amboy Grain Co. and I am a partner.—O. E. Aukerman, Spartanburg.

Frankfort, Ind.—The Mollett Grain Co. incorporated; capital stock, \$10,000; W. B. Kramer, Jr., Wm. Wildeman and Wm. Frank, directors.

Raber, Ind.—The elvtr. of the C. C. Crowsell Grain Co. burned to the ground, at 11 p. m., Feb. 12; loss \$10,000; partially covered by insurance.

Indianapolis, Ind.—A bill giving threshermen a lien on the grain they thrash until their services are paid for, will be introduced in the legislature and is supported by the state members of the Brotherhood of Threshermen.

Indianapolis, Ind.—The bill prohibiting combinations to fix or control the price of farm and mill products, has passed the House and is now in the Senate. The bill provides for a penalty of \$1,000 and with imprisonment.

Rockfield, Ind.—Thru my advertisement in the Situations Wanted column of the Grain Dealers Journal, I secured a position with the Co-operative Elvtr. Co. and commenced Feb. 15; thanks to the Journal.—Ira A. Kidwell.

Nappanee, Ind.—The recent reports that a new elvtr. will be built here are incorrect according to reliable information from the Nappanee Produce Co. which writes as follows: We are unable to give you any information regarding the building of a new elvtr. at this point. Such rumors have been afloat for the past two years, but the flour mill handles all the wheat grown here and there is hardly enuf grain handled to be profitable for another elvtr.

Indianapolis, Ind.—The marked increase in the grain trade at this market has led local grain dealers to look forward to the prospective construction of a new elvtr. In a recent circular issued by the Board of Trade, boasting this city as a grain market, the excellent inspection system and the adequate shipping facilities to be obtained at Indianapolis, are the chief arguments used. It is also alleged that Indianapolis is the greatest inland corn market in the world, and places the amount of corn inspected during 1912 at 19,830,800 bus., an increase of 117,000 bus. over 1911. Wheat receipts for the year were 2,930,800 bus., and oats 8,601,600 bus., an increase of 2,622,600 bus. over 1911.—F.

Ossian, Ind.—We do not intend to enter the grain business again, having lost our plant by fire last October.—C. A. Beatty, sec'y Beatty & Doan Co.

Hazelrigg, Ind.—G. C. J. L. and Wilbur Whiteman of Ockley have bot the elvtr. of McKinney & Smithson and will take possession Mar. 1. The price paid was \$10,000.

IOWA.

Lake Mills, Ia.—The Lake Mills Lbr. Co. will build an elvtr.

Matlock, Ia.—C. E. Kelly is now mgr. of the Farmers Elvtr. Co.

Maynard, Ia.—F. C. Warncke has succeeded E. F. Warncke & Son.

Berlin, Ia.—Lorenz & Ploog succeeded F. H. Ploog & Co., Jan. 1.—A. R. B.

Milford, Ia.—I am now owner of the elvtr. of the late M. S. Dewey.—K. S. Myers.

Doon, Ia.—W. Kreiger has succeeded C. E. Kelly as agt. for Dewald & Walters.

Meltonville, Ia.—C. Ramsey and S. Espelund will build an elvtr. at this station.

La Porte City, Ia.—The recently organized Farmers Elvtr. Co. will build an elvtr.

Algona, Ia.—I am going out of the grain business.—Geo. Besha, mgr. Moore Bros. Co.

Stockport, Ia.—Yost & Morley of Liberty, will build an elvtr. at this station.

Farnhamville, Ia.—The recently organized Farmers Elvtr. Co. is building an elvtr.

Maxwell, Ia.—The Farmers Elvtr. Co. has recently built a flour and feed warehouse.

Oakville, Ia.—W. T. Lewis is mgr. of the recently completed elvtr. of the Davenport Elvtr. Co.

Latimer, Ia.—A Farmers Elvtr. Co. has been organized to buy one of the elvtrs. at this station.

Garnet, Ia.—A. N. Moore of Burt, will succeed F. W. Steiff as mgr. of the Farmers Elvtr. Co., Mar. 1.

Berkley, Ia.—Elmer Norstrom succeeded me as agt. for the Farmers Grain & L. S. Co., Feb. 15.—C. A. Etnire.

Watkins, Ia.—The Iowa Grain Co. has succeeded O'Neil & Grady and is now building a 15,000-bu. elvtr.

Owasa, Ia.—We have rebuilt the office of our elvtr. recently.—Richard Welsh, mgr. Co-operative Elvtr. Co.

Eagle Grove, Ia.—Mr. Velthouse of Holmes will succeed L. Fisher as mgr. of the Farmers Elvtr. Co., Mar. 1.

Moingona, Ia.—We have bot the crib, granary and scales of the B. A. Lockwood Grain Co.—B. M. Huntley & Co.

Minden, Ia.—I will paint and repair the elvtr. I recently bot at this station, putting in new spouts, cleaner, etc.—A. H. Mann.

Wilke, Ia.—Farmers are talking of organizing a company to build an elvtr.—A. A. Burke, agt. Farmers Elvtr. Co., Alden, Ia.

Hopers, Ia.—We have installed a 10-h.p. Fairbanks-Morse Electric Motor in our elvtr.—J. S. DeVries, mgr. Farmers Elvtr. Co.

State Center, Ia.—J. W. Ficken and W. C. Hilleman are interested in the organization of a farmers elvtr. company at this station.

Sioux City, Ia.—We are not now nor have we ever been in the grain business as stated in this column Jan. 25.—Schmidt & Pike.

McCallsburg, Ia.—We have recently added a flour, feed and cement house to our elvtr.—J. S. Thompson, mgr. Farmers Elvtr. Co.

Cedar Rapids, Ia.—The King-Wilder Grain Co. lost its suits to recover \$160 for the non-delivery of grain, as certain letters alleged to have been written by the defendant, John Smoley, were not admitted by the court as evidence.

Hinton, Ia.—L. C. Marcotte has succeeded W. H. Glover as mgr. for us at this station.—Thorpe Elvtr. Co., Minneapolis.

Ashton, Ia.—A. Streit has succeeded Boor & Co. and is operating the elvtr. of that firm.—R. C. Yappen, mgr. Farmers Elvtr. Co.

Thornton, Ia.—F. R. Hopley, former mgr. of the Farmers Co-operative Society, is now traveling in Iowa for Hulburd, Warren & Chandler.

Belmond, Ia.—We have built new corn cribs costing \$1,400 and have installed a new gasoline engine.—W. E. Werts, mgr. Farmers Elvtr. Co.

Goldfield, Ia.—The Farmers Elvtr. Co. has equipped its elvtr. with electric power, and has doubled the elevating capacity.—D. H. Keith, mgr.

Richards, Ia.—We have put new equipment in our elvtr. and have installed a new 9-h.p. gasoline engine.—L. G. Miller, mgr. Farmers Elvtr. Co.

Grinnell, Ia.—I will succeed John Glaman as mgr. of the Farmers Elvtr. Co., Mar. 1.—V. J. Olson, mgr. Galva Grain Elvtr. Co., Bishop Hill, Ill.

Primghar, Ia.—Chas. Pavik is now mgr. of the Farmers Elvtr. Co.—Geo. Marble, W. J. Green, former mgr., will travel for a Chicago grain firm.

Cedar, Ia.—We sold our elvtr. to A. Carnes, July 1, 1912, and he has now sold it to R. J. Woody, the present owner.—T. K. Moore, for C. F. Moore.

Colo, Ia.—We have increased our capital to \$15,000, and conduct a lumber business in connection with our grain interests.—W. J. Ray, mgr. Farmers Grain Co.

Shenandoah, Ia.—J. K. Gwynn, of J. L. & J. K. Gwynn, died Feb. 17, as a result of a collapse suffered two months ago. He is survived by his wife and two children.

Downey, Ia.—L. L. Brickett of West Liberty and Wm. Feikner of this station have formed a partnership and taken over the elvtr. which will be operated under the name of Feikner & Co.

Beaman, Ia.—We have handled 245,000 bus. of grain since July 15, in our new 25,000-bu. elvtr. which was built for us by the Younglove Constr. Co. at a cost of \$4,840.71.—W. F. Weir, mgr. Beaman Elvtr. Co.

Salix, Ia.—The Farmers Elvtr. Co. has built an addition to its elvtr., increasing the capacity 10,000 bus., and has installed a Barnard & Leas Grain Cleaner and a Western Corn Cleaner.—Chas. F. Corr, mgr.

Grinnell, Ia.—The Farmers Elvtr. Co. has completed its 22,000-bu. elvtr., the equipment including an electric motor, sheller, cleaner, grinder and Fairbanks Automatic Scale. The Newell Const. Co. had the contract.—J. E. Glaman, mgr.

Eldridge, Ia.—The Farmers Elvtr. Co. has completed a 9,000-bu. addition to its elvtr. and has installed a No. 2 Victor Sheller, a No. 3 Cornwall Corn Cleaner, and a 20-h.p. gasoline engine. The Younglove Const. Co. did the work.—W. H. Kuehl, mgr.

Lamoni, Ia.—The recently organized Farmers Grain & Seed Co. has let contract to the Burrell Eng. & Constr. Co. for a 20,000-bu. elvtr., the equipment to include a Fairbanks Wagon Scale, automatic scale, B. S. Constant Sheller and Cleaner and electric motors.

Carney, Ia.—The Farmers Grain Ass'n will build an annex to its elvtr. for feed and flour. The following officers were elected at the recent annual meeting: Geo. E. Osier, pres.; J. F. Krause, vice-pres.; A. Huxol, treas., and F. A. Birkholz, sec'y. Julius Huxol is mgr.

Rinard, Ia.—Chas. Hurd is now mgr. of the old Farmers Elvtr. Co., succeeding R. C. Felton, who resigned and is not at present in the grain business. Our company is the new farmers organization and has completed a new elvtr. on the Ft. D. D. M. & S.—H. E. Neynes, mgr. Rinard Grain Co.

Huxley, Ia.—No grain has passed thru the elvtr. of O. M. Johnson & Co., since last Aug. The C. M. & St. P. is cutting down a grade at this point, and has taken the tracks away, leaving the elvtr. without shipping facilities. The company is forced to scoop the grain into cars.—A. R. B.

Grinnell, Ia.—Jacob Viele has brot suit against A. J. Clark, formerly of Marshalltown, but now of Grand Island, Nebr., to recover \$12,000, alleged to have been lost by Clark in Board of Trade transactions. Clark denies all of the allegations and claims to have had to put up \$5,000 of his own money, which he says Viele should have paid. He has filed a counter claim in this amount.

Burlington, Ia.—B. J. Tobin, for many years supt. of the B. & M. Elvtr., has been appointed Justice of the Peace. Mr. Tobin became supt. of the Burlington Elvtr. when it was completed 30 years ago and remained in that position until the elvtr. was closed in 1910, with the exception of 5 years which he spent as supt. for the Grand Trunk Elvtrs. at Portland, Me. Mr. Tobins says: I am out of the grain and elvtr. business at least, for a while.

Ledyard, Ia.—The elvtr. of the St. John Grain Co. was slightly damaged by fire at 10:30 a. m., Jan. 30. The blaze started from a defective brick chimney in the office, the fire creeping thru a crack to the wood between the ceiling of the office and the shingle roof. When discovered it had gained considerable headway, the roof of the office being practically burned off; loss \$100. Quick action and the fact that salt water barrels were handy saved the elvtr. from greater loss or total destruction.

Des Moines, Ia.—The three Workingmen's Compensation Bills known as the Clarkson, Manufacturers and the Legal Bills, recently introduced in the senate, differ in many respects. The Clarkson bill gives the state the administrative power; the manufacturers bill makes the employer directly responsible and leaves it to his own tuition as to how he shall provide to meet the consequences; and the Legal bill, drafted on the principle of the German system, provides for the organization of a big mutual company in which both employer and employee shall have representation.

Anthon, Ia.—After disconnecting the pump in the city pumping station, about 6 p. m., Feb. 3, and before shutting off the engine, L. R. Winn, mgr. of the Trans-Mississippi Elvtr. Co., who was also in charge of the pumping station, struck a match and leaned between the engine and the pump to read the water gauge. As he did so his clothing caught in the wheel of the engine and he was whirled around the shaft, his body striking the floor at each revolution. Altho all of his clothing was torn from his body and almost every bone broken, Mr. Winn was conscious when released and remained so until his death seven hours after the accident.

KANSAS.

Blue Rapids, Kan.—Farmers are forming an elvtr. company.

Cawker City, Kan.—The Farmers Union has completed its elvtr.

Cullison, Kan.—The Farmers Elvtr. Co. at this station will be reorganized.

Norton, Kan.—The Farmers Mig. Co. has leased the elvtr. of the Central Granaries Co.

Hutchinson, Kan.—The C. F. Randel Grain Co. has succeeded Randel & Countryman.

Salina, Kan.—The Shellabarger Mill & Elvtr. Co. will build a concrete elvtr. to cost \$50,000.

Lake City, Kan.—I have bot the plant of the Medicine Valley Alfalfa Mig. Co.—Clarence Martin.

Atchison, Kan.—The old 125-ft. smokestack of the Santa Fe Elvtr. has been taken down. The stack, built in the seventies, contained 450,000 bricks and was a landmark.

Hamilton, Kan.—E. B. Kelly and J. S. Widder have organized the Hamilton Grain Co. at this station.

Dartsmouth sta., Great Bend, Kan.—The 30,000-bu. elvtr. of the Wolf Mig. Co. is rapidly nearing completion.

Wellington, Kan.—T. J. Holdridge, Sr., of Wichita, has taken over the plant of the Aetna Mill & Elvtr. Co.

Larned, Kan.—I have succeeded Geo. Lawrence as mgr. of the Pawnee County Grain & Supply Co.—E. Row.

Wichita, Kan.—Paul Noble, formerly with the Kinsley Mig. Co., is now mgr. of the Moffatt Com'sn Co. at this market.

Lakin, Kan.—I have installed a 20 h. p. Fairbanks-Morse Engine, four 9x24 rolls and a corn meal bolter.—C. H. Waterman.

Fowler, Kan.—L. G. Krisle will be mgr. of the new elvtr. of the Southwestern Grain Co. as soon as it is completed.

Ludell, Kan.—The elvtr. of the Central Granaries Co. has been closed.—Francis C. Miller agt. Farmers Grain, L. S. & Supply Co.

Carmi sta., Preston p. o., Kan.—We have bot the elvtr. of the A. Steckler Grain Co.—J. Fletcher, Preston Grain, L. S. & Merc. Co.

Grenola, Kan.—The Grenola Mill & Elvtr. Co. has just finished making extensive repairs. The Van Ness Const. Co. did the work.

Write, wire and phone your representatives in the State Legislature in behalf of House Bill 473, which provides for sane grain inspection.

Moscow, R. D. Woodsdale, Kan.—W. O. Woods of Liberal has let the contract to Morley Bros., Hayden & Plott for an 8,000-bu. elvtr. on the Santa Fe.

Hugoton, Kan.—The Hugoton Elvtr. & Warehouse Co. is building a 10,000-bu. elvtr. on the Santa Fe, and an 8,000-bu. elvtr. at Moscow on the same line.

Lawrence, Kan.—The plant of the Lawrence Grain & Produce Co. burned recently; loss \$10,000, partially covered by insurance. Considerable grain was lost.

Cuba, Kan.—A. C. Klaumann has succeeded the Cuba Elvtr. Co. and will operate as the Klaumann Grain Co. He has a 10,000-bu. elvtr. on the Rock Island R. R.

Argonia, Kan.—Farmers of this vicinity have made application to the Mo. Pac. for an elvtr. site at Dixons Spur, a siding south of this station. W. H. Dewall is one of those interested.

Stockton, Kan.—I was formerly at Bennington Kan., instead of at Minneapolis, Kan., as stated in this column Jan. 25.—Chas. S. Woodruff, mgr. Farmers Union Mer. & Ship'g Ass'n.

Pretty Prairie, Kan.—Jacob Strausz of Moundridge, has bot the undivided half interest of the Eagle Mig. Co. in the 40,000-bu. elvtr. here and is now sole owner. The price paid was \$2,450.

Kiro sta., Silver Lake p. o., Kan.—The Kiro Merc. Co. is operating the elvtr. recently purchased from Forbes Bros. The house was known as the old Cardwell Elvtr. and bot \$5,000.

Wichita, Kan.—While working in the elvtr. of Wallingford Bros., E. C. McCorkle caught the fingers of his right hand in a wire pulley and crushed them so badly that amputation was necessary.

Dexter, Kan.—L. T. Schrader & Co. have just finished remodeling their elvtr. and have installed a Success Manlift and Richardson Automatic Scale. The R. M. Van Ness Const. Co. had the contract.

Topeka, Kan.—A bill requiring all threshermen to make a monthly report to the sec'y of agri. of the amount of grain threshed by them during the month, has been introduced in the legislature.

St. Mary's Kan.—The 20,000 bu. elvtr. of the Farmers Elvtr. Co. is completed. The equipment includes a 16-h. p. Fairbanks-Morse Gas Engine, Eureka Cleaner, Sidney Manlift, 500-bu. Howe Hopper Scale. The elevating capacity is 1,500 bu. per hour. The Van Ness Const. Co. had the contract.

Winfield, Kan.—C. E. Norton, formerly with the B. Strong Grain & Coal Co. of Conway Springs, Kan., has bot a half interest in the Daves & Daves Grain Co. at this station.—Fred T. Hutto.

Newton, Kan.—The Newton Mig. & Elvtr. Co. bot the plant of the defunct Eagle Mig. Co., at public sale Feb. 5, bidding \$23,000. The sale, which includes a 100,000-bu. elvtr. is subject to court approval.

Hutchinson, Kan.—In the recent case between the Stafford County Grain Co. of Stafford and the Rock Mill & Elvtr. Co. of this city involving a dispute over two cars of wheat, the jury failed to agree on a verdict and was discharged.

Lancaster, Kan.—A fire in the elvtr. of L. J. Woodhouse & Co. started in the sawdust, which was used for packing around the water tank, but was extinguished just in time with a few barrels of water. MORAL: Have water barrel handy.

Lawrence, Kan.—The new 275,000-bu. elvtr. of the Bowersock Mill & Power Co. will be of concrete construction, consisting of 9 tanks 100-ft. high and 8 bins of the Finton tank style, the interspaces also being used for storage. Contract has been let to the Finton Constr. Co.

Wichita, Kan.—Mrs. J. W. Warwick, mother of D. S. Warwick, pres. of the Millers Grain Co., died, Feb. 9, at her home in Hastings, at the advanced age of 85 years. Mrs. Warwick was one of the earliest settlers in Adams County, having come to Hastings with her husband in 1871.

Minneapolis, Kan.—While working in the elvtr. of the Southwestern Grain Co., S. P. Hylton was slightly injured when his clothing became entangled with a shaft. He was quickly released and no great harm was done, but Mr. Hylton is to be congratulated on his narrow escape from a horrible death.

Dodge City, Kan.—Alfalfa growers in this vicinity will incorporate a company with a capital stock of \$5,000, to build an alfalfa mill at this point to replace the one burned last year. The officers of the company are H. A. Cord, pres.; Geo. West, vice-pres.; Clarence Aten, sec'y and A. Russell, treas.

Halstead, Kan.—The Halstead Mig. & Elvtr. Co. has let contract for a 110,000-bu. re-inforced concrete elvtr. to replace the one burned Jan. 29. The new elvtr. will be fire-proof, 100 ft. high and is to be finished June 1. Work will be started at once by the Burrell Eng. & Constr. Co., who have the contract.

Wichita, Kan.—Geo. H. and Frank S. Harryman have brot suit for an injunction against Harry B. and Rider Harryman, brothers of the plaintiffs, restraining the defendants from using the firm name of Harryman Bros. in Kansas, Oklahoma, Texas and New Mexico. The plaintiffs claim priority in the use of the name.

St. Mary's, Kan.—The report that W. Falkner has entered into partnership with Chas. Geiger, owner of the East Elvtr., and will operate under the name of Geiger & Falkner, is untrue. Mr. Falkner writes as follows: Mr. Geiger has no elvtr. at this station but has one at Belvue, operating as Chas. A. Geiger Grain Co., and I am mgr.—J. W. Falkner.

Wellington, Kan.—The 14,000-bu. elvtr. of J. D. Infield has been completed and is equipped with a Smith Sheller, Western Cleaner, and a 15 h. p. General Electric Motor, a 9x24 Roll Manlift, iron spouting, 1 dump, 1 leg with 7x14 inch cups. The house is iron-clad, on a concrete foundation, and is a one-man house designed and built by S. J. Thompson.

Danville, Kan.—Reports have been circulated that W. F. Williams and R. P. Jackman have bot the elvtr. here. Mr. W. F. Williams writes as follows: I bot the Santa Fe elvtr. at Harper, which is on private ground. The Danville house is on A. & T. ground and is owned by R. P. Jackman. We are not partners in business, but bot at the same time.

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Athol, Kan.—The Farmers Co-operative Co. is making extensive improvements, installing complete new elvtrs. and rope drive and 1,000-bu. Eureka Cleaner. The Van Ness Constr. Co. has the contract.

Concordia, Kan.—The new 25,000-bu. elvtr. of the Farmers Elvtr. Co. is equipped with a 21 h. p. Otto Gas Engine and a 20 h. p. Westinghouse Electric Motor, 500-bu. Howe Hopper Scale, 500-bu. Barnard & Leas Cleaner, 500-bu. Western Sheller and complete feed grinding machinery. The R. M. Van Ness Constr. Co. has the contract for the elvtr. and for a 400-bbl. mill in connection.

Gorham, Kan.—The Russell Lumber Co., Wm. Schrenkler mgr., will soon have a fine new 28,000-bu. elvtr. here on the main line of the U. P. R. R. It has a full concrete foundation, is iron-clad and has metal roof. It has 2 legs, dump, No. 179 Eureka Wheat Cleaner on the work floor, one 3-pan high roller mill and one 1,200-bu. F. & M. Automatic Weigher in cupola. Power is supplied by a 25-h. p. Fairbanks Engine in a concrete metal roofed power house detached 10 feet. Morley Bros., Haden & Plott had the contract.

Topeka, Kan.—The Hines inspection bill recently introduced in the state legislature provides a sliding fee for state inspection and makes inspection compulsory on all consignments and on all grain passing thru a public warehouse or elvtr. The bill is similar to the Minnesota inspection law, and has the endorsement of the state grain inspection buro. According to the bill, members of the commission will be empowered to fix the amount to be charged for inspection each year when the new crop begins to move, when the approximate yield is known. Dealers in grain are urged to oppose this compulsory inspection bill, and to work for Bill No. 473.

KENTUCKY.

Lexington, Ky.—The new steel-clad elvtr. of the Blue Grass Com'sn Co. will be 73 ft. high and will give the company with its present plant a total capacity of 60,000 bus. The Burrell Eng. & Constr. Co. has the contract.

Louisville, Ky.—Pres. Murray of the Board of Trade has appointed the following Grain Com'ite: Harry H. Bingham, chairman, Alfred Brandeis, F. N. Hartwell, F. C. Dickson, W. A. Thompson, Thos. G. Williams, J. P. Clements, C. M. Bullitt and R. L. Callahan.

LOUISIANA.

New Orleans, La.—We have discontinued our grain dept.—Mays & Terry.

MARYLAND.

Cordova, Md.—E. C. Stoops will build a 40,000-bu. elvtr.

Baltimore, Md.—Fred A. Haywood, who will represent Norris & Co. at this market, has applied for membership in the Chamber of Commerce.

Baltimore, Md.—Robert Ramsey, a director of the Chamber of Commerce, was recently presented with a handsome gold pen knife by his fellow members of the board.

Baltimore, Md.—The new Arbitration Com'ite of the Chamber of Commerce is composed of the following members: C. S. Schermerhorn, Louis Muller, Wm. H. Hayward, Chas. England and John W. Snyder.

MICHIGAN.

Eden, Mich.—Chas. A. Davis has bot an interest in the grain and feed business at this station.

Adrian, Mich.—F. C. Bassett and Elwood Aldrich have engaged in the grain, flour and feed business in this city.

Sandusky, Mich.—The Hub Grain Co. has succeeded the Farmers Grain Co., the change being in name only.

Port Huron, Mich.—J. A. Heath of the Richmond Elvtr. Co., Richmond, has been negotiating with the Business Mens Ass'n in reference to the opening of a branch elvtr. here.

Pickford, Mich.—The Chippewa County Gleaners & Farmers Clearing House has been organized with a capital stock of \$30,000, to establish a string of co-operative stores to handle all farm products including grain. John Cottle is pres. and mgr. of the new company, E. H. Wyatt sec'y and David Bonclur, treas., all of Rudyard.

Detroit, Mich.—The defense in the case of W. E. Cook, first of the 17 alleged bucket-shop men to be tried, suffered a set back when Judge Connolly, before whom the case was heard, repeatedly ruled against the defendant's attempts to show conspiracy on the part of the Chicago Board of Trade, irregularities in "regular" brokerage offices or animus on the part of the prosecution. The state got into the evidence virtually all it offered to elucidate methods followed in the office of the Cook concern.

Receipts of grain at Detroit during January included 146,000 bus. of wheat, 662,900 of corn, 269,000 of oats, 3,000 of barley and 2,000 bus. of rye; compared with 97,700 bus. of wheat, 437,200 of corn, 261,600 of oats, 19,800 of barley and 5,600 bus. of rye received during January, 1912. Shipments during the month included 235,000 bus. of wheat, 397,800 of corn, 5,500 of oats, 60,000 of barley and 9,250 bus. of rye; compared with 15,900 of wheat, 269,600 of corn, 60,100 of oats, no barley and 20,260 bus. of rye shipped during January, 1912.—M. S. Donovan, sec'y Board of Trade.

MINNESOTA.

Zumbrota, Minn.—S. B. Barreau is now mgr. of the Farmers Elvtr. Co.

Annandale, Minn.—M. Wenzel has bot the elvtr. of the Atlantic Elvtr. Co.

Buffalo Lake, Minn.—R. Fisher has bot the elvtr. of C. Steinkoopf and is now in possession.

Owatonna, Minn.—Merritt B. Pratt, for many years in the grain business in Minnesota, died Jan. 31.

Rothsay, Minn.—The elvtr. of the Northwestern Elvtr. Co. is closed.—Farmers Grain & Merc. Co.

Duluth, Minn.—Application for membership in the Board of Trade has been made by Geo. F. Porter and F. J. Smith.

Thief River Falls, Minn.—The Tessum Grain Co. has succeeded Tessum & Tedmanson, Mr. Tedmanson retiring from the firm.

Frost, Minn.—The farmers are organizing an elvtr. company and expect to go into business at once.—Henry Millbye, agt. Western Elvtr. Co.

Buffalo Lake, Minn.—The stockholders of the Farmers Elvtr. Co. held a meeting Feb. 3, and voted to reorganize the company in which only farmers shall hold stock.

Ellsworth, Minn.—John Van Wyk is still at the hospital in Luverne as a result of an accident in the elvtr. of the Farmers Elvtr. Co., in which his leg was broken in two places.

Rushford, Minn.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Co.: Jacob Henze, pres.; O. P. Mindrum, vice-pres.; G. Byhol, sec'y and J. G. Robertson treas.

Caledonia, Minn.—The following officers were elected at the recent annual meeting of the Farmers L. S. & Grain Co.: Phil Schwebach, pres.; J. Duffy, vice-pres.; D. C. Merio, sec'y and T. A. Beddow, treas.

Franklin, Minn.—The organization of the Farmers Elvtr. Co. at this station is nearing completion and a com'ite of directors has been appointed to see about buying one of the elvtrs. here or to securing a site for a new house. Geo. Forsyth, J. C. Farrell, A. J. Anderson and others are interested.

Hastings, Minn.—The recent reports that Levi T. Peterson and Emil Ayr are buying grain at this station for the Giebink Elvtr. are incorrect according to reliable information from the Farmers Elvtr. Co., which writes: No one here by that name.

Brook Park, Minn.—The Farmers Co-operative Ass'n incorporated; capital stock \$10,000; officers and incorporators, Frank H. Hull, pres.; N. F. Alderman, vice-pres.; J. H. Holland, sec'y; Earl C. Otis, corresponding sec'y; Chas. G. Mosher, treas.

Duluth, Minn.—An office has again been opened in this city by the Lake Shippers Clearance Ass'n of Winnipeg, thru which it will handle shipments of Canadian grain for Winnipeg grain dealers. This will probably increase the movement of bonded grain thru this port.

Duluth, Minn.—Members of the Board of Trade have brot a test case to determine whether or not the memberships in the exchange are taxable, the tax commissioner having recently endeavored to assess the memberships in addition to the regular tax assessment on the exchange property.

St. Paul, Minn.—Senator Marden has introduced S. F. 494 in the legislature. The bill makes a verbal order to cut weeds sufficient. Senator Odell has introduced S. F. 462, defining terminal elvtrs. and Senator Rockne S. F. 413, which permits any twenty employers, having a total of at least 5,000 employees, to form a mutual employers' liability insurance ass'n.

St. Paul, Minn.—The following bills of interest to the grain trade have been introduced in the House. H. F. 542, introduced by Representative Lennon, provides that elvtrs. within switching limits shall be "terminal warehouses"; H. F. 574, introduced by Representative H. H. Dunn, provides for the incorporation of employers mutual liability insurance companies, and H. F. 625 introduced by Representatives Child and Nolan referring to a uniform warehouse receipt law.

Butterfield, Minn.—Earl Bocock, mgr. of the Western Elvtr. Co. was slightly burned Feb. 10, by an explosion of gasoline in an open can which he was carrying. He was about to start the engine and was carrying the gasoline can in one hand and a torch in the other when the explosion occurred. The windows in the building were shattered and his clothing set on fire, but he managed to get out doors and roll in a sand pile which saved him from serious injury. The fire in the office was quickly extinguished and the elvtr. saved.

St. Paul, Minn.—The House of Representatives passed the Frye Bill, Feb. 14, the bill prohibiting discrimination in the purchase of flax, wheat and other grains by offering a higher price at one point on a line than at another, freight charges being taken into consideration. The purpose of the measure mainly is to prevent line elvtr. companies from driving competitors out of a local field by temporarily offering greater than the market price. A bill providing that milling in transit rates be continued on grain shipped to mills under these rates and where the mills burn before the grain arrives, was also passed.

St. Paul, Minn.—Both the house and senate grain investigation com'ites have been actively probing for three weeks past, and the legislators have been agreeably surprised at the willingness of the grain companies to lay bare their private affairs for examination. G. F. Ewe of the Van Dusen-Harrington Co., was the leading witness and successfully explained the intricacies of terminal market grain handling. J. G. McHugh, sec'y, and Fred B. Wells, pres., demonstrated the working of the Chamber of Commerce; and H. V. Mercer, attorney for the Chamber, got into the record of the proceedings a showing of the animus actuating the instigators of the present inquiry and their shady connections. As vice-pres. of F. H. Peavey & Co., Mr. Wells testified that keen competition had made elevators unprofitable for the line companies. It was shown that the

buyers at the country elevators gave the grain a higher grade than it received at the Minneapolis market.

St. Paul, Minn.—The indefinite postponement of S. F. 354, providing for the further separation of the board of grain appeals and the grain inspection dept. was unanimously recommended by the senate grain and warehouse com'ite, Feb. 11. The bill introduced by Senators Rockne and Sageng gave the board of appeals the right to hire its own samplers and establish laboratories of its own with adequate equipment. Members of the appeals board strenuously argued for the passage of the bill but C. F. Staples, of the state railroad and warehouse commission, convinced the com'ite that these things could be obtained from the commission upon request on the part of the board of appeals. He said in part: "If the board wants its own samplers it can hire men of its own selection and can have its own moisture-testing machines. There is no occasion for separate laboratories for the inspection dept. and the appeal boards, but there is no reason why the present laboratory could not be turned over to the appeal boards. The trouble with the bill is that it permits the boards to hire as many men as it wishes and audit its own bills without the supervision of the commission, which must pay them from the grain inspection fund." H. P. Ejorge of the Duluth board of appeals said that the railroad commission makes rules for the appeals board and the inspector enforces them. The appeals board originally had its own sampler, but now when a new sample is asked, it must come from the grain inspection dept., from whose decision the appeal is taken. Mr. Ejorge charged that the board was promised a moisture tester, but it never came; instead they were told that the inspection dept. had installed a machine and the grain could be sent there. He also alleged that the inspection dept. had always been opposed to the testing method of grading grain. O. P. B. Jacobson of the Minneapolis board said last fall much dark flax came in usually grading No. 2. The chief inspector opposed selling it for its commercial value, but the board of appeals took samples to the farm school laboratory, found that it contained as much oil as flax of good color and graded it No. 1, saving the farmers thousands of dollars.

St. Paul, Minn.—The Cashman Distance Tariff Bill has caused a great deal of discussion in the Senate. It was reported out by the Senate Com'ite, Feb. 7, but was protested vigorously by Minneapolis business men, and others interested, among them being C. A. Magnuson of Minneapolis, who said that the bill with its inflexible rates would make competition impossible in the grain trade. J. L. McCaul of Minneapolis, who has an elvtr. at Calliope, Iowa, testified that 30 loads of corn went through that town to Hawarden because the Milwaukee road at Calliope could not meet the rate of the North Western line at Hawarden. After a vigorous debate the bill was made a special order for Feb. 20, in order to secure a report from the state railroad and warehouse commission, on the effect of the bill shud it become a law. The report of the commission received by the Senate, Feb. 19, pointed out the fact that the present equalized grain rates to Twin Cities and Duluth would be changed, giving Minneapolis the low rate from points south of Crookston, and Duluth the low rate to northern points, eliminating the present option as to markets enjoyed by the shipper. Competing towns on parallel lines of road no longer would compete, the towns having the short mileage getting the lower rates. Minneapolis would have a lower rate than St. Paul from towns nearer Minneapolis, and vice versa. The report says in part: There are large sections in western and northern Minnesota where the present grain rates from every station are the same both to the Twin Cities and Duluth, although the difference in distance to the two markets ranges all the way from 5 to 100 miles. The short haul in some cases favors Duluth, and in others, the Twin Cities. Final action on the bill was again postponed until Mar. 5,

that the decision of the Supreme Court on the Minneapolis rate case might be considered in reference to the bill. The bill was recommended for passage in the House by the House transportation com'ite Feb. 20. The main feature of the bill according to Senator Cashman is to compel a railroad company to charge the same rate per ton per mile for the same distance on all commodities shipped within the state, except in special cases, where two roads run into the same town, one having a much shorter mileage than the other, in which case the railroad and warehouse commission is authorized to permit the company shipping in the roundabout way to compete with the shorter line.

MINNEAPOLIS LETTER.

The wife of Geo. C. Harper, a pioneer elvtr. and grain man of this city, died Feb. 18.

F. C. Tenny, pres. of the Stinson-Tenny Co., was operated upon Feb. 10 for appendicitis and is considered out of danger.

The rule requiring that grain bids made outside of trading hours be based on the last closing price, was rescinded Feb. 14 by the directors of the Chamber of Commerce.

Geo. M. Davies, ass't supt. of the St. Anthony Elvtr. Co., has been appointed terminal elvtr. inspector for the Chamber of Commerce, to succeed J. R. Brown, who died Jan. 27.

A uniform stamp for use of terminal elvtrs. on warehouse receipts, showing that storages have been paid to a certain date, has been adopted by the directors of the Chamber of Commerce.

Dust under a conveyor in the elvtr. of the Delmar Elvtr. Co. ignited from a hot box at 7 p. m. Feb. 10 and caused slight damage. The blaze was supposedly extinguished, but at 9 p. m. rekindled. It was discovered at once and no damage resulted.

The G. E. Gee Grain Co. was recently made defendant in a suit to recover \$12,000 damages alleged to have been suffered by residents in the neighborhood of the elvtr. who claimed that the dust from the elvtr. ruined their furniture and other property. The verdict was in favor of the grain company.

Having allowed a claim of \$8,237.07 against the Royal Grain Co. of Canada, in favor of Piper, Johnson & Co., the directors of the Chamber of Commerce have instructed Sec'y McHugh to sell the membership of the company, held in the name of S. W. Henderson, at auction Feb. 27, in part settlement of the claim.

John Baca, employed in the engine room of the elvtr. of the Merchants Elvtr. Co., while oiling the machinery Feb. 12, was caught in a revolving shaft about 3 feet from the floor and whirled around with tremendous force, his body striking the floor with each revolution. The machinery was stopped almost instantly, but too late to save him. He was terribly mangled and died without regaining consciousness.

The following memberships in the Chamber of Commerce have been transferred: W. D. Gregory, to John R. Morris; and Hugh R. Campbell to A. B. Fruen. The membership of Fred W. Dean has been posted for transfer to W. E. Neiler. Traveling representative licenses have been issued to James A. Waring and F. R. Hopley, to represent Hulburd, Warren & Chandler, and Ray W. Duff, to represent Northern Grain Commission Co.

Receipts of grain at Minneapolis during January included 10,232,000 bus. of wheat, 1,172,440 of corn, 1,637,380 of oats, 3,492,780 of barley and 411,320 bus. of rye; compared with 8,101,510 bus. of wheat, 581,130 of corn, 954,680 of oats, 1,266,800 of barley and 1,321,500 bus. of rye during January, 1912. Shipments for the month included 3,711,140 bus. of wheat, 925,220 of corn, 1,580,280 of oats, 4,597,750 of barley and 286,200 bus. of rye; compared with 1,591,630 bus. of wheat, 282,500 of corn, 988,160 of oats, 1,208,000 of barley and 79,490 bus. of rye shipped during January, 1912.—John G. McHugh, sec'y Chamber of Commerce.

The following officers were elected at the recent annual meeting of the Minnesota Farmers Grain Dealers Ass'n: H. R. Meisch, Argyle, pres.; H. J. Warner, Airlie, and P. D. Gilbertson, Glenwood, vice-presidents. I. L. Demaray is again sec'y.

We are indebted to John G. McHugh, sec'y of the Chamber of Commerce, for a copy of the 30th annual report of the Chamber for the year 1912. In addition to a complete list of the names of the officers, directors, standing com'ites, members, firms and corporations holding membership and a list of the officers of the exchange since its organization in 1881, the report is a compilation of valuable statistics of the receipts and shipments of grain at this market; has a full record of the monthly inspection of all grains; a table of the crop movement at Minneapolis from 1885 to date; weekly reports of grain in store; daily closing prices on cash wheat and other grains and many other tables of interest. It also contains a full list of the elvtrs. in the city with name of owners and operators, and the capacity of each house, this includes the public elvtrs. under the Chamber of Commerce rules, public houses not under these rules and the private elvtrs. A clear and comprehensive statement of Minnesota grades is also included in the book.

MISSOURI.

Bolivar, Mo.—A new side track will be built along the side of my elvtr.—T. H. Jarman

Hardin, Mo.—We are no longer in the grain business.—Cunningham, Beckemeier Supply Co.

Slater, Mo.—We have bot the elvtr. of Wm. Pollock and are now located here.—Coker Elvtr. Co., formerly at Hawk Point.

Hawk Point, Mo.—We have sold our plant at this station, where we operated as the Hawk Point Elvtr. Co.—Coker Elvtr. Co., Slater.

Salisbury, Mo.—The T. E. Leach Grain Co. has taken over the elvtrs. of the Leach Bros. Grain Co. at this station, Keytesville and Clifton.

St. Joseph, Mo.—T. P. Gordon will go on a pleasure trip thruout the East and expects to be in Washington on Inaugural Day. His wife and son will accompany him.

Craig, Mo.—We recently remodeled our elvtr. and increased the capacity 12,000 bus. We also installed a Peerless Grain Feeder. G. H. Birchard did the work.—Brownfield & Teare.

Kearney, Mo.—I bot out the Anderson Grain Co. on Jan. 1 and am now operating as the Winn Grain Co. The Anderson Grain Co. was in business about a year, succeeding W. P. Tapp & Co.—M. F. Winn.

Westboro, Mo.—Our elvtr. owned and operated under the name of the Westboro Grain Co., burned to the ground on the afternoon of Feb. 12. The building was full of grain and the loss will be heavy. We expect to rebuild at an early date.—McKee & Co. Sparks from a passing freight are tho't to have caused the blaze.

Jefferson City, Mo.—The legislative com'ite on private corporations has reported favorably on the bill to establish a grain and hay dept. with an amendment limiting and fixing salaries. It also provides all fees are to be paid monthly into the general revenue funds. All salaries and expenses are to be paid to the auditor. The chief inspector is to receive \$2,500 a year, deputy \$2,000, chief clerk, \$1,800, weigher, \$1,500, and stenographer \$1,200.

KANSAS CITY LETTER.

Sec'y E. D. Bigelow of the Board of Trade recently fell on the steps as he was entering a church and was painfully injured.

The arbitration com'ite of the Board of Trade recently decided that the settling price on 145,000 bus. of corn for December delivery, on which default had been made, shud be 47½c with a penalty of 5%.

The GRAIN DEALERS JOURNAL.

The Snodgrass Grain Co. is now operating the Southern Mill & Elvtr. Co., on the Frisco and M. K. & T. Rys. Electric power will soon displace the 80-h.p. steam plant.

The Ismert-Hincke Mfg. Co. will build 6, 27-ft. concrete grain storage tanks having a total capacity of 250,000 bus. Two of the tanks will be subdivided and the interspaces will also be used for storage.

The new ground glass cash and future quotation board now being installed in the trading hall of the Board of Trade is modeled from the one now used on the New York Produce Exchange. It will be encased in a steel frame and will be one of the finest boards in the U. S.

The old Phoenix Elvtr., which has been used of late as an alfalfa warehouse by the Bryan-Haywood Co., burned to the ground at 8 p. m., Feb. 7; loss on building \$10,000 and the same amount on stock with no insurance. The fire is believed to have been caused by a locomotive spark.

ST. LOUIS LETTER.

F. J. Malone has applied for membership in the Merchants Exchange.

John L. Messmore, pres. of the Merchants Exchange, will serve as foreman of the February grand jury.

The following have been admitted to membership in the Merchants Exchange: B. G. Day, O. J. Woodridge, Felix E. Anderson, Chas. E. King, H. E. Halliday and M. E. Toberman. Wm. O. Carr, John Mackey, Fred Mayer, William J. Rae, Louis M. Shepardson and Chas. Burlingame have resigned.—Eugene Smith, sec'y.

A moisture tester has been installed on the first floor of the Merchants Exchange by the Illinois Inspection Dept., in accordance with the state regulations. The State Inspection Dept. will make re-inspections of this grain on account of moisture, on request, charging 50c per car. If a moisture test of the original inspection is made there will be no charge.

Members of the Merchants Exchange were somewhat startled, Feb. 20, to learn that the A. E. Haas Grain Co. was owned and operated by a young lady. For a number of years Miss Alma E. Haas was successively stenographer, bookkeeper, and cashier in the office of the F. P. Brockman Grain Co., where she learned all the details of the grain commission trade, except the actual buying and selling. When F. P. Brockman died in November, 1911, Miss Haas bot the business and as she could not join the Merchants Exchange, as 'change rules rigidly bar women from the floor in business hours, she conducted the business of the A. E. Haas Grain Co. on the floor through men agents. The identity of the owner became known when Miss Haas announced her engagement to Dr. Maurice Vanderhack, of Streeter, the marriage to take place as soon as she disposed of her interests in the company.

MONTANA.

Nihill, Mont.—I am now agt. for the Rocky Mountain Elvtr. Co. at this station.—J. G. Geiken.

Buffalo, Mont.—The Farmers Elvtr. Co. now operating at Straw and Moore, will build an elvtr. at this point also.

NEBRASKA.

Lincoln, Neb.—I have sold my grain brokerage business to W. J. Fowler.—D. McLennan, Wahoo.

Hildreth, Neb.—W. O. Landan has succeeded Dick Reil as mgr. for the Farmers Grain & Supply Co.

Stella, Neb.—Henry Brenner will probably rebuild his elvtr. this spring.—Tod Sloan, reptyg. Smith-Mann Grain Co.

Weeping Water, Neb.—E. E. Day will tear down his present elvtr. and erect an up-to-date house.—Tod Sloan, reptyg. Smith-Mann Grain Co.

Lincoln, Neb.—A bill requiring county license for grain elvtrs. has been introduced in the legislature by Representative Gustin and is known as H. R. 640.

Walthill, Neb.—A. D. Skinner, for nine years mgr. of the Farmers Elvtr. Co. of Davenport, has succeeded J. L. Irby as mgr. of the Farmers Elvtr. Co.

Douglas, Neb.—The Farmers Elvtr. Co. has bot the elvtr. of W. C. West, taking possession Feb. 1. Mr. West recently acquired the house from A. J. Denton.

Ainsworth, Neb.—My son-in-law, T. E. Ritler, has taken a half interest in the business of the McCord Grain Co.—W. D. McCord. The firm will operate as McCord & Ritler.

Schuyler, Neb.—The directors of the newly organized Farmers Elvtr. Co. are Frank Krejci, J. Mares, J. H. Costello, Wm. Schoultz and J. Jonan. An elvtr. will be erected at once.

Hampton, Neb.—Harry G. Larson has succeeded J. W. Shorthill as mgr. of the Farmers Elvtr. Co., Mr. Shorthill resigning to devote his entire time to his duties as sec'y of the state farmers ass'n.

Adams, Neb.—The following officers were elected at the recent annual meeting of the Farmers Elvtr. Co.: D. E. Tracy, pres.; J. E. Behrens, vice-pres.; F. B. Draper, treas.; J. W. Cample, sec'y and J. B. Zuver, mgr.

Johnson, Neb.—We held our annual meeting Feb. 11 and all of the old directors were re-elected. Fred Kiechel succeeded Herman Antholz as pres., Mr. Antholz becoming vice-pres. in place of Mr. Kiechel.—C. F. Ernst, mgr. Johnson Grain Co.

Hoag, Neb.—R. E. Arthur has succeeded Wm. Keefer as mgr. of the Farmers Elvtr. Co., Mr. Keefer having bot the elvtr. of the Central Granaries Co. He will take possession Mar. 1 and will repair the house at once, putting it in first class shape.

Omaha, Neb.—The Richter Bros. have bot out the Nordstrom interest in the Nordstrom-Richter Grain Co. and will change the name to the U. S. Commission Co. with Wm. R. Richter as mgr. They are equipped to give the grain shippers most prompt and efficient service.

Pickrell, Neb.—The recently completed iron-clad elvtr. of the Farmers Elvtr. Co. is equipped with a 16-h. p. engine, Fairbanks Hopper Scale, 2 stands of elvtrs. of 1,200 bus. per hour capacity; 1,000-bu. Eureka Cleaner, and New Era Manlift. The Van Ness Constr. Co. had the contract.

Lincoln, Neb.—The following bills have been introduced in the state legislature: H. R. 78 providing for an amendment to the anti-discrimination law and making it a misdemeanor to discriminate intentionally or otherwise. The bill asks that the words "intentionally for the purpose of injuring or destroying the business of a competitor" be stricken out of the present law, which was primarily aimed at the line elvtr. companies in competition with the farmer companies; H. R. 85 providing that cars delivered for loading in poor condition must be repaired by the railroad company within 5 hours after notification to the local agt. by the shipper of the condition of the cars. After that time the shipper is given the right to repair the car and charge such repairs to the carrier. H. R. 436 provides for switching connections between the main tracks of all railroads and elvtrs. whether on private ground or railroad right of way. It requires the carriers to "provide and compel the construction, equipment and maintenance of sidetracks, switches and switching connections" when the revenue derived from the business justifies the outlay. In case the revenue is insufficient the owner of the elvtr. must pay for the construction. The law at present makes the construction compulsory only when the elvtr. has a capacity of 15,000 bus. H. R. 518 provides for an arbitrary and flat reduction in freight rates on grain, coal, lumber, in car loads, to 80 per cent of the present rates. It also makes it necessary for carriers desiring to increase their rates to secure an order from the railway commission. H. B. 145, providing for optional tests of grain by vertical section of wagon box or bin, was killed, and the present law making such tests compulsory if any test is made, remains in force.

Omaha, Neb.—W. H. Holliday, former mgr. of the Union Grain & Elvtr. Co., was tendered a farewell banquet Feb. 3 by his friends on the Grain Exchange. Mr. Holliday will go to Sioux Falls, S. D., to engage in the grain business on his own account. Mr. Rothschild of Davenport will succeed him as mgr. of the grain company.

Homer, Neb.—T. J. O'Connor, mgr. of the Homer Elvtr. Co., has been made defendant in a suit to recover \$2,391.68, alleged to be due as a balance on the sale of 8,884 bus. of corn sold to him, May 4, 1912, by the plaintiff, R. J. Morris. The corn was bot at 70c per bu. and O'Connor is alleged to have paid \$4,000 to Morris and later to have borrowed \$5.00 from him. The defense claims that the corn was not up to standard.

NEW ENGLAND.

Farmington, Conn.—The Farmington Mills Corporation, incorporated; capital stock \$100,000.

West Brookfield, Mass.—The building of the Cutler Grain & Coal Co. burned Feb. 14; loss \$1,500.

Cornish, Me.—Wentworth Bros. of North Parsonsfield have bot the grain business of Richard F. Chase.

Holyoke, Mass.—The grain warehouse of the Prentiss-Brooks Co. burned to the ground Feb. 9; loss \$7,000.

Portland, Me.—The elvtrs. of the Grand Trunk Ry. Co. are practically full, 2,300,000 bus. of grain being held in storage.

Auburn, Me.—Harry and Herbert Prout of Lewiston, have bot the grain business recently purchased by Casey & Eveleth.

Worcester, Mass.—Oxford Grain Co. incorporated; capital stock \$6,000; incorporators J. B. Garland, E. A. Garland and E. C. Copp.

Princeton Depot, Mass.—I have sold the grain business that I have conducted here for 23 years to W. N. Potter of Greenfield.—G. A. Bigelow.

New Britain, Conn.—M. D. Stanley, Inc., will build a brick elvtr. 60x42 ft. on the ground, with a 20x23 ft. frame building adjoining, also a barn and wagon shed. Work will be started at once.

Portland, Me.—The Carlstadt Development Co. incorporated to grow and deal in grains; capital stock \$50,000; officers and incorporators, Arthur L. Robinson, pres., and Clement F. Robinson, treas.

Thompsonville, Conn.—Geo. S. Phelps of Suffield and Chas. O. Bidwell of Windsor Locks, have bot the business of L. C. Brainard & Co., including the warehouses, mill, etc. The new company will operate as Geo. S. Phelps & Co. and will take possession Mar. 1.

Palmer, Mass.—The Cutler Co. of North Wilbraham has bot the grain business of the Palmer Coal & Grain Co., which they recently purchased from W. F. Fillmore. Mr. Fillmore owned the buildings in which the business was conducted and has sold them to the Cutler Co. The coal business will be continued by the old company.

Charlestown, Mass.—Nathan Tufts & Sons, one of the oldest hay and grain firms in this city, on Feb. 7 made a general assignment for the benefit of its creditors, to Frank A. Noyes of Arlington and Henry N. Berry of Lynn. The following creditors were named: Webster-Tapper Co. for \$3,100; H. Jennings Co., \$946.50, and F. J. Volkman, \$35.

Boston, Mass.—The grain board of the Chamber of Commerce held a meeting Feb. 20, to consider the changes in the rules governing the grain trade, proposed by the special com'ite appointed last December. Among the proposed changes is the appointment of an appraisal committee of the grain trade to look over shipments of grain that are unsatisfactory to the buyer and to adjust the claims. Sec'y Jas. McKibben read the revised rules at the meeting, Rule 1 covering time of shipment; Rule 2, spot delivery; Rule 3, invoices and payments; Rule 4, grades and Rule 5, weights.

NEW JERSEY.

Hackensack, N. J.—The Harry G. Gere Co. incorporated to deal in grain; capital stock \$50,000; incorporators Harry G. Gere, Jno. W. Bellis and A. T. Smith.

NEW MEXICO.

Maxwell, N. M.—G. H. Stephenson of Caledon, W. Va., will build an elvtr. at this point, in time to handle this year's crops.

NEW YORK.

New York, N. Y.—George R. Green of Milmine, Bodman & Co. died recently from the effects of an operation.

Buffalo, N. Y.—Geo. E. Pierce has been appointed a member of the board of directors of the Chamber of Commerce.

Holcomb, N. Y.—The elvtr. and warehouse of Newton W. Dibble and H. R. Lay burned recently; loss \$12,000; insurance \$8,000.

New York, N. Y.—C. H. McLoughlin, formerly with Gibbs & Robinson, will succeed Fred A. Heywood, with Ames, Brooks & Co.

Charlotte, N. Y.—A grain warehouse of the People's Coal Co. was damaged by fire Feb. 1; loss \$600; covered by insurance. The blaze was due to a spark from an engine.

Jamaica, N. Y.—The K. & L. Grain Co., of Panama, has established a distributing office in this city. The stockholders of the company are said to be German and Spanish capitalists.

New York, N. Y.—The New York Produce Exchange now has a large list of applicants and the price of the memberships has been steadily increasing, \$700 having recently been bid.

Buffalo, N. Y.—C. J. Amsden, former treas. of the Thompson Mfg. Co. at Lockport, is now associated with W. G. Heathfield, the new firm operating under the name of W. G. Heathfield & Co.

Buffalo, N. Y.—The Urmston Grain Co. of Tipton, Ind., has opened an office in the Chamber of Commerce Bldg. under the management of C. H. Williamson. Walter Voss will be its representative on the floor of the Corn Exchange.

New York, N. Y.—A meeting between the joint com'ite of the Buffalo Corn Exchange, the Chamber of Commerce and the elvtr. owners of that city and the officials of the trunk lines, was recently held in this city to discuss lower freight rates from Buffalo to the seaboard.

Buffalo, N. Y.—The grain inspection rules have been modified by the directors of the Corn Exchange, in regard to the application of the moisture test as a determining factor in the grading of corn. The percentages of moisture will be taken as merely indicating approximately the amount of moisture allowable in the various grades. Corn that is clean and sound, tho carrying more moisture than provided in the uniform rules, may still be graded No. 3, but dirty and unsound corn, altho dry enuf to meet the requirements, may be graded lower. The change went into effect Feb. 7.

NORTH DAKOTA.

Milnor, N. D.—A farmers elvtr. company has been organized.

Ryder, N. D.—A. G. Kreuger may build a 3,000-bu. elvtr. at this station.

Watson, N. D.—Isaac Hegge has bot the elvtr. of the Imperial Elvtr. Co.

Great Bend, N. D.—The Farmers Elvtr. Co. will remodel its elvtr. this spring.

Almont, N. D.—A farmers elvtr. company is being organized to build an elvtr.

Temvik, N. D.—Barger & Leeman have succeeded me at this station.—C. J. Bieber.

Cando, N. D.—The elvtr. of the Minneapolis & Northern Elvtr. Co. has been closed.

Sherwood, N. D.—The office and engine room of the Farmers Elvtr. Co. burned Feb. 10 but the elvtr. was saved.

Jessie, N. D.—S. A. Pritz has resigned as mgr. of the Gt. Western Elvtr. Co. and will engage in the mercantile business.—A. J. Borsheim.

Chola sta., Grano p. o., N. D.—The elvtr. of the Minnekota Elvtr. Co. was taken down last fall and moved to a new station on the Soo line from Fordville to Drake.

Deisem, N. D.—The Dakota Grain Co. of Edgeley, recently bot the elvtr. of the Occident Elvtr. Co. at this station and I am still mgr. of the house.—B. F. Eppler.

Watrous, N. D.—No elvtrs. at this station or at Carson; some track buying here last fall. We will probably build here this season.—Dakota Grain & Lbr. Co., Kaiser.

Cooperstown, N. D.—Bert Lowery of Carrington succeeded Axel Anderson as our agt. Jan. 10. Mr. Anderson resigned and has not yet decided what he will do.—Hammer-Halverson-Beier Elvtr. Co.

Glasston, N. D.—While operating a roller mill in the elvtr. of the McCabe Bros. Jan. 28, Nate Young caught his right hand between the heavy rollers, crushing it so badly that amputation at the wrist was necessary.

Williston, N. D.—The new 20,000-bu. elvtr. of the Williston Mfg. Co. has been completed by the Grain Elvtr. Constr. Co., who had the contract. All bins are on 12 ft. posts and are hopped. The house will be used for cleaning grain, seeds, etc.

Walcott, N. D.—Caught in a set screw in the shafting at the elvtr. of the Equity Elvtr. Co., Erick Guttormson is suffering from a broken arm and leg and several crushed ribs. Mr. Guttormson had brot a load of grain to the elvtr. and while waiting to unload went inside to get warm.

Bismarck, N. D.—H. B. 342 prohibiting the tendering, giving or receiving of gratuities or tips, has been recommended for passage in the House. One of the alleged evils to be overcome by the bill is the alleged practice of agents in advancing grain cars in time of shortage for the fellows who hand them satisfactory tips.

Oriska, N. D.—While he was working under the elvtr. at this station, the clothing of Theo. Rasmussen was caught on the set screw of the line shaft and stripped from his body. At each revolution his shoulder struck a joist and his left arm is badly broken. Fortunately he was able to release himself and thus escaped with his life.

Bismarck, N. D.—As a result of a conference held in Minneapolis, Feb. 11, between the North Dakota railroad commission and officers of Minneapolis line elvtr. companies, the commissioners learned that the buyers follow legitimate business principles; and the commission will issue a new bulletin in reference to the complaints in regard to the grain business at Minneapolis, the January bulletin having contained too much political buncombe.

Bismarck, N. D.—The following bills of interest to the grain trade have been introduced in the Senate: S. B. No. 206, by Senator Jacobson, providing that delinquent seed grain payments shall be spread on tax list; S. B. 187, by Senator Duncan, requiring the railroad commission to formulate a uniform system of accounting for public elvtrs. and warehouses and providing examination of records, and S. B. 203, appropriating \$20,000 for flax fibre experiments.

Bismarck, N. D.—H. B. No. 122, providing for the prevention of discrimination and unfair competition in trade, was passed by the House, Feb. 7, by a vote of 92 to 14. It is directed against large elvtr. and creamery companies. H. B. No. 182 was also passed by a vote of 75 to 25. This bill, introduced by Representative Gardner, provides that parties holding liens or mortgages on growing grain must notify every elvtr. within a radius of 15 miles of such instrument. When referred to the Senate this bill was indefinitely postponed.

Emerado, N. D.—J. G. Markell, agt. for the St. Anthony & Dakota Elvtr. Co., caught his right hand between the heavy rollers of a roller mill at the elvtr. Feb. 6, and while endeavoring to release himself caught the other hand in the same way. Both hands are badly crushed and amputation of the right one is deemed necessary. He was alone at the time of the accident and was not found for nearly an hour afterwards.

Ambrose, N. D.—Freeman Johnson, an elvtr. mgr. at this point, was found Feb. 11 lying on the floor of the elvtr. in a badly bruised and injured condition. It is alleged that he was the victim of an assault by E. D. Price, who is said to have knocked Johnson down and then kicked him several times in the face. The trouble is supposed to have started over the mgr.'s action in attaching a car of grain that Price was shipping. Price admitted that he owed Johnson money and that he had promised to pay it as soon as he received the returns from the grain. Inasmuch as he had made a similar promise when shipping a previous car and had failed to keep his word, Johnson decided to attach the grain to protect himself.

Bismarck, N. D.—The following bills have been introduced in the House by Representative Huso: H. B. 270, providing that holders of grain stored in a warehouse or elvtr. must give 20 days' notice before removal and that barley and oats shall not be subject to grade; H. B. 770, requiring track buyers of grain to pay license to state, and H. B. 385, providing for the inspection of weights and measures in public warehouses and elvtrs. and putting their control and jurisdiction in the hands of the railroad commissioners. Representative Hedalen has introduced H. B. 280, relating to the dockage of grain in elvtrs.; Representative O'Connor, H. B. 308, relating to sites for warehouses, elvtrs. and feed mills on railroad right of way, and Representative Hill, H. B. 310, to prevent the spread of noxious weeds by conveyances used in hauling grain.

Bismarck, N. D.—The following bills have been passed by the Senate: The "Terminal Elvtr. Bill," (S. B. No. 110), introduced by Senator Plain, by a vote of 46 to 3. The bill provides for the establishment by the state of terminal elvtrs. at various points in the state; S. B. 166, introduced by Senator Ellingson, by a vote of 46 to 0. The bill provides for the reinstatement of canceled corporations when a penalty of \$10 and all arrearages are paid. This bill was passed Feb. 15 by the House by a vote of 90 to 3; S. B. No. 52, introduced by Senator Brownson, by a vote of 42 to 7. The bill known as the Railway Clearance Bill, provides for a 15-ft. clearance of railroad track from any structures or standpipes. The original bill was amended by the com'ite and will not apply to structures already erected within the limit but to those to be built in future; and S. B. 131, introduced by Senator Thoreson, by a vote of 49 to 0; this bill requires public warehouses to clean all grain received by them before grading it.

Bismarck, N. D.—The sec'y of state, Thos. Hall, canceled the charters of the following corporations, Feb. 1, for failure to submit an annual report as required by law: Farmers Elvtr. Co., Aneta; Ashley Elvtr. Co., Ashley; Farmers Co-operative Merc. Co., Calio; Dakota Farmers Elvtr. Co., Coulee; Farmers Elvtr. Co., Erie; Farmers Elvtr. Co., Esmond; Equity Elvtr. & Trading Co., Logan sta., Hecker p. o.; Equity Elvtr. & Trading Co., Cathay; Farmers Co-operative Elvtr. Co., Chaseley; Farmers Elvtr. & Merc. Co., Lisbon; Farmers Co-operative Co., Barlow; Farmers Merc. Co., Ryde; Farmers Co-operative Elvtr. & Trading Co., Ambrose; Farmers Grain Co., Scranton; Farmers Union Elvtr. Co., Webster; Farmers Elvtr. Co., Huff; Farmers Elvtr. Co., Birdsell; Farmers Elvtr. Co., Wales; Independent Elvtr. Co., Street; Miller Elvtr. Co., Ambrose; Farmers Co-operative Elvtr. Co., Niobe sta., Coteau p. o.; Farmers Elvtr. Co., Palermo; Regent Grain Co., Regent; Sharon Mill & Elvtr.

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Co., Sharon; Taft Farmers Elvtr. Co., Hillsboro; Williams County Farmers Grain & Merc. Co., Noonan.

OHIO.

Degriff, O.—Melhorn & Melhorn have bot the elvtr. of Frank Felger.—J. C. C.

Unionville Center, O.—E. H. Gunnnett succeeded me at this station Feb. 1.—H. Hall.

Mansfield, O.—The elvtr. of the Boden-Snider Co. burned Feb. 2; loss \$16,000; insurance \$9,000.

Bradford, O.—We have installed a Monarch Crusher and a Nordyke & Marmon Grinder in our elvtr.—Pugh Bros.

Jackson Center, O.—Chas. Elliott has bot the elvtr. of Geo. C. Kraft & Co. and will make extensive repairs.—J. C. C.

Tiffin, O.—We have changed our headquarters to this city, having sold our elvtr. at Rising Sun.—The J. L. Rouse Co.

North Hampton, O.—We have sold our elvtr. to J. H. Frantz and C. N. Avra, who will continue the business.—J. M. Hockman & Son.

Rising Sun, O.—The Farmers Commercial Grain & Seed Co. has bot the elvtr. of the J. L. Rouse Co. and will operate as the Farmers Grain & Seed Co.

Deunquat, O.—I have sold my elvtr. to Chas. C. Welch, who will take possession Mar. 1. I expect to quit the grain business for the present.—John Wren.

Hume, O.—Leopold & Allen have bot the elvtr. of Wm. Boogher and will build a new elvtr. in the spring, equipping it with the latest machinery.—J. C. C.

Urbana, O.—The offices of C. E. Young & Co. will be moved to Columbus, where the company will engage in the wholesale grain and hay business.

Lakeville, O.—The business of Horn & Smyser and that of J. W. Horn & Co. has been combined, the entire business being operated by us.—J. W. Horn & Son.

Columbus, O.—Suit has been brot against Tillie A. and Clinton E. Newton by John T. Price, their partner in the Southern Grain & Hay Co. Price asks for an accounting.

Piqua, O.—Burglars recently took \$3 from the cash drawer of the Spencer-Furrow Grain Co., having gained access to the elvtr. by crawling thru a window in the engine room.

Mansfield, O.—I have bot the interests of J. M. Hess in the Mansfield Hay & Grain Co. and am in charge. J. M. Smith retains his 1/2 interest in the firm and we are the sole owners.—J. D. Winters.

Yellow Springs, O.—P. J. Shouvin, of Springfield recently bot the interests of Thos. Dewine and W. R. Hardman in the elvtr. of the John Dewine Co. John Dewine, part owner with Mr. Shouvin, will remain as mgr.

Toledo, O.—The special meeting of the Tri-State Grain Producers & Dealers Ass'n has been postponed to Feb. 28. A. P. Sandles, sec'y of the state dept. of agri., will be one of the speakers on the interesting program to be arranged by Sec'y Riddle and his assistants.

Bucyrus, O.—The Valparaiso Grain & Elvtr. Co. has filed a petition in bankruptcy, the failure of the wheat crop last year being assigned as the main reason for the failure of the company. C. H. Lindner, prop. of the defunct company, recently slipped on an icy pavement at Rochester, N. Y., and broke his arm.

Toledo, O.—Chas. Rockwell & Co., of Mount Vernon, N. Y., have let contract to the Webster Mfg. Co. for an elvtr. to be built in connection with their present hay warehouse at Toledo. The building will cost \$15,000 and will have a handling capacity of 15,000 bus. per day. It will be 70 ft. high, of frame construction, covered with corrugated iron and will be equipped with the latest cleaning and grinding machinery.—S.

Toledo, O.—C. E. Cameron, traveling representative of the Churchill Grain & Mig. Co., was slightly injured Feb. 6 in a street car accident at Canandaigua, N. Y., when a broken axle caused the car to roll to the bottom of a hill. The wreck caught fire and Mr. Cameron is to be congratulated on his narrow escape from a horrible death.

Napoleon, O.—John H. Vocke & Son will rebuild the elvtr. burned Feb. 5, putting up a steel and concrete house of 50,000 bus. capacity. The elvtr. will be on a new site and will be modern in every way. The total loss on the burned plant is placed at \$50,000; insurance \$20,000. The company will buy grain at its other mill on Perry street until the new building is completed.

Columbus, O.—A fight is being made against the Winans bill now before the state senate. Delegations from the leading markets in the state appeared before the Agricultural Com'ite, Feb. 17, in an effort to kill the bill. The bill provides, among other things, that a true statement in writing containing the names, addresses, etc., of the parties from whom the grain, hay, vegetables, poultry, eggs, or other commodity is bot, to whom sold, the time of sale, place and numberless other minute details, shall be made out by the commission merchant making the sale and mailed to his customer. Among those who opposed the bill at the hearing were Wm. C. Culkins, sec'y Cincinnati Chamber of Commerce; Frank F. Collins and Geo. A. Root, Cincinnati; E. H. Culver, Toledo; Fred Abel and C. C. Wise of Cleveland.

CINCINNATI LETTER.

The new elvtr. of John Mueller at Lockland was completed and put into operation Feb. 6.

We changed the name of our firm Jan. 1, but the same members compose the firm, only the name being changed.—The Schmidt & Walker Co. successors to the Sam W. Weidler Co.

The Hay & Grain Exchange and the grain trade of this city will be represented at the meeting of grain shippers in Louisville, Ky., Feb. 25, by Mgr. G. M. Freer of the traffic dept. of the Chamber of Commerce. The meeting has been called to consider the proposed change in rates for hauling Illinois grain.—S.

The Chamber of Commerce inspection Buro has inspected 16 cars of No. 2 red, 10 cars No. 3 red, 14 cars No. 4 red, and 6 cars of sample wheat within the past two weeks. Most of the arrivals have been of excellent quality, which the trade here demands. The large receipts resulted in a break of 2c in the price. Choice No. 2 red wheat is now selling at \$1.07 to \$1.09.—S.

The following directors were elected at the annual meeting of the Hay & Grain Exchange, Feb. 11: Henry M. Brouse, F. F. Collins, Lee Early, E. A. Fitzgerald, L. Perin, C. E. Nippert and J. W. Van Leunen. These directors appointed J. W. Van Leunen as pres.; Henry M. Brouse, vice-pres.; E. A. Fitzgerald, executive sec'y and treas., and W. C. Gabennesch, recording sec'y.

Corn receipts broke the record during the past two weeks, the total inspections amounting to 489 cars, compared with only 327 cars during the two previous weeks. Most of the corn coming in is grading and selling well. The white shell seems to be the grade wanted, and some buyers are paying a premium for such grade. Most of the arrivals are grading shell corn; little ear corn coming in.—S.

The grain trade conferred with the Hamilton County Representatives at a special meeting held at the Chamber of Commerce on Feb. 21. The Hamilton County delegation declare that it is their purpose to get in touch with the grain business and conditions so that they can present their arguments when the Winans bill which the grain trade say is going to greatly affect their business, comes up before the Senate.—S.

OKLAHOMA.

Bartlesville, Okla.—Farmers contemplate building an elvtr.

Gage, Okla.—Oscar Robinson and J. M. Cress have bot the elvtr. of the Alva Roller Mills at this station.

Oklahoma City, Okla.—R. E. Robey is now manager of the Stinchcomb Grain Co., which is jobbing car lot grain.

Bridgeport, Okla.—McCafferty & Thorpe have succeeded the Choctaw Elvtr. Co. at this station and at Hydro. E. E. Batt is mgr. here.

Fargo, Okla.—Farmers Elvtr. & Supply Co. incorporated; capital stock \$5,000; incorporators A. M. Benger, C. L. Elliott, E. S. Sloan and J. E. Hutchinson.

Okarche, Okla.—The Farmers Elvtr. Co. has repaired its elvtr. and has added a new storage and cob house to the plant. The new building is covered with galvanized steel siding.

Tulsa, Okla.—The legislature has made an appropriation for a Kafir Palace, 300 ft. square to be built here as a feature of the Dry Farming Congress. The structure will cost \$15,000.

Oklahoma City, Okla.—T. C. Thatcher of Wichita Falls, Tex., will succeed Geo. W. Curtis as mgr. of the Oklahoma City Mill & Elvtr. Co. Mar. 1. Mr. Curtis, who has been pres. and mgr. of the company for the past 2 years, will retire. Mr. Thatcher recently bot an interest in the firm and will take active part in the affairs of the company.

Oklahoma City, Okla.—The Senate Com'ite is considering two employees' liability bills and up to the present time has taken no definite action on either one of them. The first bill was introduced by union labor and is a workingmen's compensation act in the form of state insurance; the second bill has the same compensation schedule but with selective insurance.

Oklahoma City, Okla.—Should H. B. No. 395, introduced by Representative Hill, of Pittsburgh county, become a law, it will place the purchaser entirely at the mercy of the County Weigher, who may or may not be qualified to fill the office which he holds. The bill was referred to the Com'ite on County and Township Government, and was reported back to the House with the recommendation that it do pass, and is liable to be taken up and acted upon at any time. Read this bill over carefully, pick out the objectionable features as you see them, and write your representative today, not tomorrow, regarding them.—C. F. Prouty, sec'y Oklahoma Grain Dealers' Ass'n.

Oklahoma City, Okla.—As Oklahoma is without a law providing for the licensing of mutual fire insurance companies of other states to do business in this state, the Grain Dealers Ass'n is endeavoring to secure an amendment to the law and has recently had H. B. 547 covering the amendment introduced in the House. The bill is still in the hands of the com'ite to which it was referred, however, and greater efforts will be necessary to get the bill out of its hands. Grain dealers of the state are urged by Sec'y Prouty of the Grain Dealers Ass'n to write at once to their representatives, if they have not done so, in favor of the bill, as he is of the opinion that passage of the bill depends primarily on the efforts of the grain dealers in its support. Should the bill become a law, it will insure a lower rate insurance for the grain elvtr. owners of the state.

PENNSYLVANIA.

Souderton, Pa.—The plant of E. B. Fritz & Son, burned Jan. 28, will be rebuilt.

Philadelphia, Pa.—The elvtr. of Egolf & Co. burned to the ground Feb. 20; loss \$100,000.

Ashland, Pa.—The grain warehouse of J. M. Merwine burned Jan. 30; loss \$70,000.

Philadelphia, Pa.—Moyer & Son have been admitted to membership in the Commercial Exchange.

Pittsburgh, Pa.—Members of the Hay & Grain Exchange have been notified that the transit rules of the Pennsylvania Co. and the P. C. C. & St. Louis railroad, effective December 15th, 1912, applying to grain sent to the various elvtrs. for weighing only, eliminate the \$2 per car re-consigning charge formerly applied where demurrage had accrued, this movement now being handled the same as track grain re-consigned from the Manchester grain and hay yard.

SOUTH DAKOTA.

Wilmot, S. D.—The Wilmot Grain Co. will remodel its elvtr.

Eagle Butte, S. D.—The elvtr. of the Geo. C. Bagley Elvtr. Co. is closed.

Ethan, S. D.—The Farmers Elvtr. Co. will build an addition to its elvtr. or buy another house.

Yankton, S. D.—We have installed a moisture tester in our elvtr.—B. F. Withee, agt. Atlas Elvtr. Co.

Wessington Springs, S. D.—Henry Olson has bot a half interest in the elvtr. of H. P. Wills.—Faust Elvtr. Co.

Vayland, S. D.—The elvtr. of the Shandor Elvtr. Co. has been closed for the season.—J. S. Lounsbury, agt. G. W. Van Dusen & Co.

Alcester, S. D.—The Farmers Elvtr. Co. has recently added two 16-foot offices to its elvtr. and has installed an adding machine.—I. J. Overholtzer, mgr.

Java, S. D.—The Farmers Elvtr. & Exchange Co. has been organized at this station with the following officers: A. R. Gordon, pres.; Ernest Noteboom, vice-pres.; A. E. Borg, sec'y-treas. The capital stock of the company is to be \$25,000.

Wentworth, S. D.—Fred Hannerman has discontinued business at this station. If no one else has made complaint, I want to say that Minneapolis inspection is rank and the \$1.50 switching charge is a hold up.—L. F. Hartwick, Farmers Elvtr. Co.

Bristol, S. D.—The 15,000-bu. elvtr. of Tom Strandness, operated by the Bristol Grain Co., burned to the ground at 10:30 a. m., Feb. 15; loss \$10,000; partly covered by insurance. The elvtr. contained 6,000 bus. of wheat at the time of the fire, the loss on the grain amounting to \$4,000. The blaze started in the cupola of the building and the elvtr. was doomed from the first. The elvtr. of the Crown Elvtr. Co. stands less than 12 ft. from the burned building and was saved only by strenuous effort.

SOUTHEAST.

Wheeling, W. Va.—The Ohio & Miss. Transportation Co. is considering the erection of a warehouse and elvtr.

Winston-Salem, N. C.—The wholesale grain and feed store of Jones & Hedgecock burned at 11:30 p. m., Feb. 14; loss \$3,500.

Savannah, Ga.—The Planters Rice Mill was one of the plants destroyed by the \$1,500,000 fire that swept the water front Feb. 2; the loss on the mill amounting to \$20,000 with no insurance.

Atlanta, Ga.—Ambrose W. Hodnett, who recently severed his connections with the Duncan-Hodnett Grain Co. to engage in business for himself, shot himself at 4:30 a. m., Feb. 17. He was found in the reception room of his home, shortly after he fired the fatal shot, but did not regain consciousness and died at 1:45 p. m. Worry over the fact that his new venture required more capital than he had anticipated is believed to have been the motive for his rash act. He was 43 years old and is survived by his widow and a daughter 6 years of age.

TENNESSEE.

Knoxville, Tenn.—The J. Allen Smith Co. will build a \$4,000 elvtr.

Nashville, Tenn.—John W. Jordan & Co. incorporated to deal in grain and hay; capital stock \$5,000; incorporated by J. W. Jordan and others.

Memphis, Tenn.—The grain and hay arbitration com'ite of the Merchants Exchange is composed of the following members: W. P. Brown, chairman, G. E. Patterson, S. F. Clark, J. O. Dwyer and L. R. Donelson. The grain inspection com'ite is composed of S. T. Pease, chairman, J. J. Wade, A. C. Roberts, V. L. Rogers and T. B. Andrews.

TEXAS.

Mission, Tex.—W. T. Armstrong has built a grain warehouse.

Houston, Tex.—The Southwestern Rice Co. will build a grain warehouse and elvtr.

Bay City, Tex.—C. C. Vandiver is in charge of the Bell Grain Co. at this station.

Fort Worth, Tex.—Ashby Woodson and B. S. Huey have been admitted to membership in the Grain & Cotton Exchange.

Rosenburg, Tex.—Norman P. Teague, genl. mgr. of the Rosenburg Elvtr. Co. died recently after an illness of several months.

Longview, Tex.—The Longview Mill & Elvtr. Co. incorporated; capital stock \$20,000; incorporators, J. M. and H. R. Pitts and W. B. Greene.

Galveston, Tex.—A small green booklet containing a full and complete statement of the rules and regulations adopted by the Galveston Board of Trade, for grain and hay inspection, is being sent out by John H. Upschulte, chief inspector.

Austin, Tex.—Members of the Texas Grain Dealers Ass'n, together with Sec'y McCormack of the Fort Worth Chamber of Commerce and the mgr. of the Fort Worth Freight Buro, appeared before the railroad commission which gave a hearing on transit and storage in transit privileges.

Austin, Tex.—The railroad commission will hold a hearing Mar. 11, to change Rule 3, on class and commodity rates. Rule 12 has been changed by the commission to read as follows: "Switching or drayage to or from elvtrs., etc.: When shipments of grain, etc., are placed in an elvtr., warehouse or other place of storage at stopping point, not reached by tracks of the line bringing the same into that point, the cost of switching incurred in moving such shipments from and returning them to such initial line shall be borne by the carrier; but this will not authorize in any case the payment or absorption of drayage charges."

Austin, Tex.—Many grain dealers and millers of the state attended the hearing Feb. 11, before the Texas Railroad Commission, in regard to the second transit privileges on flour and mill products. The grain men are asking for the second transit privilege or the privilege of "splitting" a car of flour at transit points and substituting a part of the load with bran, shorts or other mill products, retaining, however, the identity of articles in transit, but being given the thru billing privileges on the part of the cargo unloaded, as the second transit lot. This privilege is now extended to mill men, and the grain men are contending for equal privileges as dealers in the same commodity. Millers are protesting against the demands of the grain dealers, claiming that it would be an injustice to them, who, as producers of the various products at issue, are in position to make such interchange of lading without impairing the condition of the flour so handled, or in any way damaging the products held for the second shipment by splitting a load. They also claim that the elvtr. men are not so well provided with such facilities and in storing flour with elvtr. contents, conditions are adverse to the extent of

impairing the quality, condition and cleanliness of the mill products.

UTAH.

Snowville, Utah.—The Corlew Mfg. & Elvtr. Co. of Ogden will build an elvtr., mill and electric light plant at this station.

WASHINGTON.

Plaza, Wash.—Farmers contemplate building an elvtr.

Waterville, Wash.—Nelson Ashmore, mgr. of the Columbia Grain Co., recently shipped 10,000 bus. of wheat to East St. Louis, Ill.

Harrington, Wash.—I have leased my warehouse to the Spokane Flour Mills Co. and they are operating it.—C. W. Bethel, Olympia.

Pullman, Wash.—The Pullman Local of the F. E. & C. U. of A. will build an elvtr. here.—James C. Farr, mgr. Albion Whse. & Merc. Co., Guy p. o.

Raymond, Wash.—The Raymond Hay & Produce Co. has been organized by Metcalf, Shrader & Albert and will engage in the grain and feed business.

Tacoma, Wash.—A com'ite of 5 senators recently investigated the state grain commission, the state grange having demanded that their services be dispensed with.

Davenport, Wash.—Recently elected officers of the Davenport Grain Co. are J. J. Nichols, pres.; A. J. Field, sec'y; J. W. Sawyer, treas., and W. O. Mansfield, mgr.

Seltice sta., Farmington p. o., Wash.—Geo. E. Armstrong, agt. for the Pacific Coast Elvtr. Co., was recently killed, when a pile of sacked oats fell and struck him.

Toppenish, Wash.—The Farmers Distributing Co. has been organized to deal in grain, hay, etc., by Theo. Milner, W. P. De Remer and Geo. T. Hyatt of this city and others.

Turner, Wash.—The Whetstone-Turner Warehouse Co. will build elvtrs. at Whetstone, Newbill Siding and Turner, the three houses to have a combined capacity of 500,000 bus.

Kenova sta., Pine City p. o., Wash.—The warehouse of the Leitch Warehouse & Grain Co., containing considerable grain, collapsed, Jan. 20, from the weight of the heavy snows; loss \$1,200.

Walla Walla, Wash.—The Farmers Union has made application for 1,000,000 grain bags. It is understood that the bags are to come from a Tacoma firm and are to cost about \$9.65 a hundred.

La Crosse, Wash.—A com'ite of five has been appointed by Pres. Lair of the La Crosse Union, to solicit support for the proposed farmers elvtr. company which will build a 30,000-bu. elvtr.

Coulee City, Wash.—There is considerable agitation here in regard to elvtrs. but we have not heard that any will be erected. We expect to repair our elvtr. and will handle some bulk wheat this season. A number of elvtrs. will be built in this state this year on account of the high price of bags.—A. J. Dodd, mgr. Farmers Corporation Warehouse.

Tacoma, Wash.—Owing to the recent dissatisfaction in regard to the distribution of grain sacks, the state board of control has ordered the cancellation of the sale of all grain bags made up to the present time and has directed that in accordance with the suggestions of the governor, the distribution of the total number of sacks apportioned to each county, shall be on the basis of the whole number applied for in excess of the apportionment. The trouble grew out of a recent sale of 307,000 sacks, apportioned to Walla Walla county, the total number being secured by two men.

WISCONSIN.

Peshtigo, Wis.—H. H. Goudy of Lewiston, Ill., is reported to be thinking of entering the wholesale and retail grain business.

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Waukesha, Wis.—F. C. Ward has bot the interests of Geo. Hoag in the Knowlton Grain Co.

Denmark, Wis.—The elvtr. and warehouse of Kirwanek Bros., burned Feb. 12; loss \$10,000.

Waukesha, Wis.—The Frank B. Hoag Grain Co. will build a 30x40-ft. warehouse in connection with its recently completed elvtr.

Gillett, Wis.—The plant of Ankerson & Cole including a grain warehouse and office building burned to the ground Feb. 4. An over-heated stove in the office is given as the cause of the blaze.

Superior, Wis.—Edward McKinnon has been appointed a member of the Wisconsin Grain and Warehouse Commission by Governor McGovern, to succeed W. H. Crumpton, whose term has expired.

Wheeler, Wis.—The recent reports to the effect that the Butterfield Elvtr. at this station had been bot by Woodward & Co. of Minneapolis, are untrue. Woodward & Co. write: We have not bot an elvtr. at Wheeler, Wis., or elsewhere and know nothing of it.

MILWAUKEE LETTER.

Francis Duhne, Jr., former sec'y of the Herman Deutsch Co., has asked that a receiver be appointed for the company.

The dock at the C. & N. W. Ry. Co.'s elvtr. is being repaired, the old one having done service for 15 years, was recently found to be decaying and new foundations and piling will be put in. The dock is 280 ft. long and 15 ft. wide.

A memorandum of the fee charged by the weighing dept. for weighing, will be attached to all tickets of wagon and scale weights, in accordance with the order of Chief Weigher F. F. Clapp. The wagon scale weighing schedule is as follows: For weighing car loads, 80c per car when not exceeding 10 wagon loads to the car, and when in excess of that amount an additional charge of 5c per wagon load shall be made. Grain and malt from other sources than railroad cars, and all other property, from whatever source, 10c per wagon load.

The following ultimatum has been issued by W. H. Dodsworth, gen. agt. for the C. M. & St. P. Ry. Co., in reference to the recent order of the Chamber of Commerce, prohibiting the road from doing business on the floor of the exchange, either directly or indirectly thru members, because of the failure of the carrier to pay an award of \$455.98 as ordered by the arbitration com'ite: "The C. M. & St. P. Ry. Co. will not engage in the business of a public warehouseman, but, as it frequently has more room for the storage of grain in its elvtr. at Milwaukee than it requires as a carrier, it will accept grain for storage when it has room for the same without interfering with its duties as a carrier, but it reserves the right to select its customers and such grain as it chooses. It will issue warehouse receipts showing weight, but not grade, of grain, and it will not mix grain of different owners without the consent of all the owners." Pres. Bishop of the exchange is of the opinion that the railroad company can not discriminate against its customers as a common carrier and says: "The C. M. & St. P. applied to the chamber to have Elvtr. A declared a regular elvtr, and it has given a bond to the Chamber of Commerce to insure holders of warehouse receipts in its elvtr. against loss. Whether it cares to forfeit the bond is, of course, up to the road."

WYOMING.

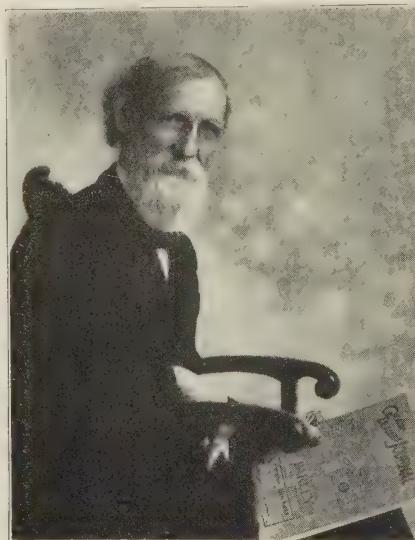
Burns, Wyo.—The Farmers Elvtr. & Mfg. Co. incorporated; capital stock \$10,000.

AN AGRICULTURAL Exhibition under the auspices of the Chamber of Agriculture of Germany will be conducted in Konigsberg, East Prussia, from May 28 to June 2.

DANIEL McALISTER DEAD.

It is with profound regret that we record the death of Daniel McAlister at his home in Columbus, O., on February 6th at the age of seventy-six. Mr. McAlister was actively engaged in the grain business until his retirement ten or twelve years ago and his experience as a grain dealer extends over nearly half a century. He was a charter member of the Ohio Grain Dealers Ass'n and one of the pioneer grain men of that state.

Mr. McAlister was upright in business



Daniel McAlister, Deceased, Columbus, O.

and, being of a genial and companionable nature, he had hosts of friends. His portrait is reproduced herewith.

Exports of Breadstuffs.

Exports of breadstuffs during the seven months prior to Feb. 1 included 10,896,333 bus. of barley, 18,562,394 bus. of corn, 30,960,875 bus. of oats; 606,076 bus. of rye; 63,248,577 bus. of wheat and 6,744,679 bbls. of wheat flour; compared with 1,358,025 bus. of barley; 24,178,605 bus. of corn; 1,006,553 bus. of oats; 1,936 bus. of rye; 24,466,802 bus. of wheat, and 6,864,212 bbls. of wheat flour during the seven months prior to Feb. 1, 1912.

Wheat exports during January were 8,337,632 bus., against 2,018,594 bus. in 1912. The total value of the breadstuffs exported during the seven months prior to Feb. 1 was \$124,776,446, compared with \$74,457,317 for the same period a year ago, as reported by O. P. Austin, chief of the Bureau of Statistics.

THE QUAKER OATS Co.'s earnings for 1912 were the largest on record. Gross profits amounted to \$2,429,051, an increase of \$431,078 over the preceding year. The balance after deducting for depreciation amounts to \$2,215,396; compared with \$1,780,095 in 1911. The amount applicable to dividends on common stock amounts to \$1,675,396, an increase of \$435,301. This is at the rate of 33.5% on the \$5,000,000 common stock outstanding in 1912, and 22.34% on the present \$7,500,000 outstanding, the increase being due to a 50% stock dividend. The company's total assets amounted to \$21,629,068 in 1912; in 1911, \$20,687,924. The company expended but \$361,874 in 1912 for new improvements and additions. The stockholders' annual meeting will be held in New Jersey Mar. 14.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

C. C. C. & St. L. in sup. 14 to 1393E quotes new rates on grain and grain products from Toledo, to C. F. A. points effective Mar. 1.

B. & O. in sup. 1 to ICC 11238 quote new rates on grain and grain products, from B. & O. stations to stations on C. & O., effective Mar. 3.

C. G. W. in Supp. 4 to ICC 4873 gives milling in transit privileges on grain and seeds, specified points on the C. G. W., effective Feb. 20.

P. C. C. & St. L. in Sup. 14 to ICC P403, quotes new rates on grain and grain products from stations on that road to C. F. A. points, effective Mar. 1.

Grand Rapids & Indiana quotes 9½c on barley, buckwheat, corn, oats, rye, wheat, from Ft. Wayne, Ind., to Traverse City, Mich., effective Mar. 12.

C. G. W. in Supp. 13 to ICC 4718 quotes rates on grain between stations on the South Dakota Cent. Ry. and C. G. W. stations in Illinois, effective Mar. 15.

P. C. C. & St. L. in sup. 13, to LCC P402, quotes new rates on grain and grain products from Trebein's O. to North Troy, Va., 19c, from Xenia, O., 18½c, effective Mar. 1.

C. G. W. in compliance with an order from the Interstate Commerce Commission quotes a rate of 10c on flax seed between the stations designated on page 3 of Supp. No. 15 to I.C.C. 4821.

Mich. Cent. in ICC 4297 quotes grain rates from junction points in the Chicago territory to points in Ill., Ind., Ky., Mich., Mo., N. Y., Ohio, Ont., Penn., W. Va., and Wis., effective Mar. 15.

C. G. W. in Supp. 23 to ICC 4632 quotes grain rates between St. Paul, So. St. Paul, Minneapolis, Minnesota Tfr., and Stillwater, Minn., and C. G. W. stations and connections, effective Mar. 15.

Soo quotes an 8c rate on pop corn from Trevor, Camp Lake, Silver Lake, Wheatland, Burlington, Honey Creek, Lake Beulah, Mukwonago, and Vernon, Wis., to Chicago, effective Mar. 15.

C. G. W. in Supp. 4 to ICC 4812 quotes rates on grain, grain products, flax and millet seed between CGW stations in Ia., Kan., Minn., Mo., and Neb., and Milwaukee, Wis., effective Mar. 8.

N. Y. C. & St. L. in sup. 15 to GFD 265D quotes new rates on grain and grain products from Buffalo, Buffalo Junction, and East Buffalo, N. Y., to Md. Pa., and D. C. points, effective Mar. 3.

C. G. W. in ICC 4884 specifies that the minimum weight for cotton seed cake and cotton seed meal shall be 24,000 lbs.; on malt, 40,000 lbs., and on other grain products 30,000 lbs., effective Jan. 5.

C. M. & St. P. quotes new rates on barley, corn and oats, to Peoria, Ill., from Everly, 16c, Sheldon 17c, Sheldon Junction Boyden, 17c, Hull, 17.5c, Rock Valley, and Inwood, Ia., 17.5c, effective Feb. 15.

Mich. Cent. in ICC 4298 quotes new grain rates from its own stations and those on connecting lines to points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., Ohio, Ont., Penn., W. Va., and Wis., effective Mar. 15.

C. G. W. in Supp. 16 to ICC 4670 quotes rates on grain between Atchison, Kansas City, and Leavenworth, Kan., Kansas City and St. Joseph, Mo., and stations on C. G. W. and connections, effective Feb. 20.

C. G. W. in Supp. 22 to ICC 4615 quotes rates on grain, grain products and seeds from Kansas City, Leavenworth, and Atchison, Kan., Kansas City and St. Joseph, Mo., Council Bluffs, Ia., and Omaha and South Omaha, Neb., to stations on C. G. W. and connections, also E. Dubuque, Ill., effective Feb. 20.

C. G. W. in ICC 4892 quotes distance rates on grain and seeds between stations on C. G. W., also basis for making joint thru rates in Minnesota, effective Mar. 15.

K. C. S. in 36E quotes new rates on grain and grain products from Kansas City and Mo. river points, K. C. S. stations to Texas, Ark., La., and Miss. points, effective Mar. 3.

C. G. W. in Supp. 3 to ICC 4873 gives the rules and regulations covering transit privileges on grain and seeds, specifying originating points, destinations, transit point, and rate basis applying, effective Jan. 15.

C. G. W. in Supp. 1 to ICC 4839 advises that combination rates will apply on grain from C. G. W. stations to Cincinnati, O., Louisville, Ky., Indianapolis, Jeffersonville, and New Albany, Ind., effective Mar. 15.

Gt. Nor. quotes a rate of 8c on grain, flour and millstuffs from Grand Forks, East Grand Forks and Crookston, Minn., to Bemidji, Minn.; 10c from Bemidji, Minn., to Hibbing and Virginia, Minn., effective Mar. 10.

C. G. W. in ICC 4889 quotes rates on grain and grain products between Minneapolis, Minnesota Tfr., Red Wing, St. Paul, So. St. Paul, and Winona, Minn., and stations on C. G. W. in Minnesota, effective Mar. 15.

C. G. W. in Supp. 7 to ICC 4785 cancels rates on grain, grain products and malt between Dubuque, Ia., and stations taking same rate, and Chicago, Peoria, E. St. Louis, Ill., and St. Louis, Mo., effective Mar. 15.

A. T. & S. F. in Sup. 5 to 8022A quotes new rates on grain and grain products from Chicago, Corwith, McCook, Joliet and Streator, Ill., (originating beyond) to A. T. & S. F. connections in Ill., and Ia., effective Mar. 8.

C. G. W. in Supp. 13 to ICC 4734 quotes rates on seeds between Kansas City and Leavenworth, Kan., and Kansas City and St. Joseph, Mo., and stations taking same rates; and stations on the C. G. W., effective Mar. 15.

Mich. Cent. in GFD-9078 publishes rates on grain and grain products from stations on the Mich. Cent. west of the Detroit and St. Clair Rivers to eastern United States and Canadian basing points, to become effective Mar. 15.

St. Jos. & Gr. Island in Sup. 4 to ICC-A357 quotes new rates on grain and grain products between St. J. & G. I. stations and St. Louis, Mo., Peoria, Ill., Chicago, Ill., St. Paul, Minn., and points taking same rates, effective Mar. 10.

C. G. W. cancels joint rates on grain and grain products from stations on C. G. W. and Hanover Ry. in Ill., also Dubuque, Ia., to Atlantic seaboard and other eastern points, and will apply combination rates, effective Mar. 15.

C. R. I. & P. in sup. 6 to 28675A quotes new rates on grain and grain products between Mo. river points, and St. Louis, Mo., East St. Louis, Ill., and stations in Ill., Kan., Colo., Mo., and Neb., Okla., and N. M. points, effective April 12.

C. G. W. in Supp. 15 to ICC 4821 quotes rates on grain, grain products, flax and millet seeds between Chicago, Ill., and stations in Ill. and Ind., and stations on C. G. W. and connections in Ia., Kan., Minn., Mo., and Neb., effective Feb. 15.

C. G. W. gives notice that the suspension of rates on flax seed designated in Item 14 of ICC 4860 by the Interstate Commerce Commission was vacated and set aside effective Jan. 25 and the rates in item 14 will apply effective Jan. 25.

Union Pacific quotes new rates between Clyde, Kan., and Kansas City, Mo., Leavenworth, Kan., Atchison, Kan., St. Joseph, Mo., on wheat 11c, corn 9.5c, oil meal 9.5c, flaxseed 12.5c, millet seed 12c, broom corn 31.5c; between Clyde, Kan., and Omaha, Neb., wheat 18c, corn 15.5c, oil meal 15.5c, flaxseed 21c, millet seed 21c, broom corn 37.5c; between same and Denver, Colo., wheat 30c, corn 25c, oil meal 25c, broom corn 45c, effective Mar. 15.

Wabash in Sup. 7 to ICC-2736 quotes new rates on grain and grain products from Kansas City, Mo., Kansas City, Kan., Glasscow, Mo., Council Bluffs, Ia., Des Moines, Ia., Omaha and South Omaha, Nebr., to southern, southwestern, and northern points, effective Mar. 6.

C. G. W. in Supp. 15 to ICC 4550 quotes commodity rates on grain and grain products, malt between St. Paul, So. St. Paul, Minneapolis, and Minnesota Transfer, Minn., and Winona, Hamilton's Siding, Sugar Loaf, Woodlawn, Gilmore, and Minnesota City, Minn., effective Mar. 15.

C. G. W. in Supp. 9 to ICC 4548 announces that, by authority of the Interstate Commerce Commission, the commodity rates between Chicago, Ill., and stations on C. G. W., and stations on Wabash R. R. in Iowa and Missouri are not applicable from all intermediate points, effective Mar. 15.

C. G. W. in Supp. 25 to ICC 4633 quotes rates on cotton seed cake and meal, flax moss and tow, grain and seeds between stations on C. G. W., C. N., and W. C. F. & N. Rys., and St. Louis, Mo., and E. St. Louis, Ill., and stations taking same rates: also Evansville, New Albany, Jeffersonville, Ind., and Cincinnati, O., effective Mar. 15.

Ill. Cent. in I. C. C. A-8336 quotes new local, joint, and proportional rates on grain, grain products, and by-products of grain, carloads, from stations on the Ill. Cent. in Illinois, also Evansville, Ind., and St. Louis, Mo., to points in Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania, and West Virginia, effective March 15.

Transcontinental Freight Buro in sup. 6 to East Bound Tariff 2-I quotes local, joint and import class rates, and local, joint import, export, and proportional commodity rates from points in British Columbia, Idaho, Montana, Oregon, and Washington to points in United States and Canada. Sup. 7 to this quotes changes applicable to page 32 of the rule, effective Feb. 18.

M. St. P. & S. S. M. in Sup. 4 to GFD 15655 quotes new rates on grain and its products between stations on Minn., Duluth-Superior, Winnipeg, and Missouri River divisions and stations in Minn. and Superior, Wis., and rate points; also distance tariff rates between all stations on Minn., Duluth-Superior, Winnipeg, and Missouri River divisions, effective Mar. 5.

Illinois Central in 1081-B gives the freight tariff on local, joint and proportional rates applying on grain, grain products and by-products of grain from certain classified stations on that road and St. Louis, Mo., and Evansville, Ind., to certain classified points in Indiana, Kentucky, Michigan, New York, Ohio, Pennsylvania, and West Virginia; together with minimum rates on commodities to be shipped. Rates given in connection with particular carriers of the Northern and Western lines, effective Mar. 15.

Detroit & Mackinac quotes the following rates on grain and grain products to Cincinnati from points taking Omer rate basis, 14c, East Traverse 15c, Cheboygan 18c, Alpena, Mich., 17c. To Jeffersonville, Ind., Omer rate basis from East Traverse, Alpena, 17c; Cheboygan, Mich., 18c. To New Albany, Ind., Omer rate basis from Traverse, Alpena, 17c; Cheboygan, Mich., 18c; to Louisville, Ky., from Omer, E. Traverse, Alpena, 18c; Cheboygan, Mich., 19c, effective Mar. 15.

Northern Pacific quotes new rates on malt from Chicago, Ill., to Cape Girardeau, Mo., 15c, 15.5c from East Joliet and Joliet, Ill., to Cape Girardeau, Mo., 15.5c, basis 7.5c to St. Louis, Mo., effective Mar. 4. From Duluth, Minn., Superior, Superior East End and Central Avenue (Superior), Wis., to Chicago and Peoria, Ill., Milwaukee and Manitowoc, Wis., on flaxseed, flaxseed hulls, screenings and millet seed, 10c, flax bran, shives and refuse 7.5c (applies on shipments originating beyond or milled and separated from seed originating beyond), effective Mar. 3.

Union Pacific quotes the following rates: between Clyde, Kan., and Kansas City, Mo., Leavenworth, Kan., Atchison, Kan., St. Joseph, Mo., wheat 11c, corn 9.5c, oil meal 9.5c, flaxseed 12.5c, millet seed 12c, broom corn 31.5c; between Clyde, Kan., and Omaha, Neb., wheat 18c, corn 15.5c, oil meal 15.5c, flaxseed 21c, millet seed 21c, broom corn 37.5c; between Clyde, Kan., and Denver, Colo., wheat 30c, corn 25c, oil meal 25c, broom corn 45c; rates to become effective Mar. 15.

Mo. Pac. quotes a 17.5c rate on oat clips and oat dust from Sioux Falls, S. D., to St. Joseph, Mo., Atchison, Leavenworth, Kan., Kansas City, Mo., and Nebraska City, Neb., effective Mar. 1; 16c on cob meal from Sikeston, Mo., to Gretna, Pt. Chalmette, Westwego, and New Orleans, La., for export, effective Mar. 13. On corn a 9c rate is established and on wheat a 10c rate from Kansas City, St. Joseph, Mo., Atchison and Leavenworth, Kan., to Miami, Traber, Fairland, Bernice, Ketchum, Pensacola, Strong, Salina, Locust Grove, Murphy, Yonkers, and Ross City, Okla., effective Mar. 15; on corn 14.5c and on wheat 15.5c from Omaha, So. Omaha, Nebraska City, Neb., and Council Bluffs, Ia., to same points, effective Mar. 15.

Rock Island quotes new rates between St. Paul, Minneapolis, and Minnesota Transfer and Stafford and Butler, Okla., on wheat 29c, corn 28c, flaxseed 48.5c, alfalfa seed 27c, hemp seed 48.5c, and broom corn 68c, effective Mar. 4. On wet feed, from Kansas City, St. Joseph, Atchison, Leavenworth and Armourdale to Des Moines and Ottumwa, Ia., 10c, effective Mar. 4. On wheat and corn (applicable only on shipments having origin at points other than Kansas City, St. Joseph, Mo., Atchison, Leavenworth, and Armourdale, Kan., from which no thru rates are published) from Kansas City, St. Joseph, Mo., Atchison, Leavenworth, and Armourdale, Kan., to Devoil, Grandfield, Loveland, Hollister, Frederick, Tipton, Humphreys, Okla., on wheat 25c, corn 28c; to Altus, Okla., wheat 24c, corn 21.5c, effective Apr. 12.

C. G. W. in ICC 4885 grants an elevator allowance of 1/4c per bu. on grain and seed shipped over the C. G. W. from Kansas City and Leavenworth, Kan., Kansas City, and St. Joseph, Mo., Omaha and South Omaha, Neb., and Council Bluffs, Ia., and transferred thru elevators at either of said places, provided a similar allowance has not been made on the same grain or seed at the same point by some other railroad company, said allowance to accrue only to the operator or owner of the elevator performing the service. This same allowance is granted on grain and seed shipped over the C. G. W. from Des Moines, Ia., to Kansas City and St. Joseph, Mo., and transferred thru elevators at Des Moines, Ia., and on grain in bulk, carloads, moving into Chicago, Ill., via the C. G. W. from Kansas City, Leavenworth, and Atchison, Kan., Kansas City and St. Joseph, Mo., Council Bluffs, Ia., Omaha and So. Omaha, Neb., or points beyond, for shipment east via lake, when the grain is transferred thru elevators at Chicago. Grain entitled to transfer allowance at Chicago is subject to the supervision and check of the Joint Rate Inspection Buro. The allowance will be paid only when bills are accompanied by C. G. W.'s freight bills and elevator certificates showing that the service was actually performed. This tariff also cancels charges for transferring and storing grain or seed at Kansas City. All effective Feb. 1.

A NORTH DAKOTA farmer roused his new harvest hand from slumber in the hay-mow promptly at 3 a. m.

"You can slip down and cut that little patch of oats before breakfast," he ordered.

"Are they wild oats?" sleepily inquired the hired man.

"Wild? Why, no, they're tame oats."

"Well, if they're tame maybe I can slip up on them in daylight."

Supreme Court Decisions

Time to File Claim.—The burden of proof is on the defendant to show that plaintiff failed to present its claim within the time provided by the B/L.—B. Presley Co. v. Illinois Cent. Ry. Co. Supreme Court of Minnesota. 139 N. W. 609.

Carrier's Negligence.—Where a cause of action against a carrier for damage to or loss of freight is founded on negligence of the carrier, the burden of proving negligence is on plaintiff.—Bockserman v. St. Louis & H. Ry. Co. St. Louis Court of Appeals, Missouri. 152 S. W. 389.

Limitation of Carrier's Liability.—Exemptions or limitations in favor of a common carrier in Bs/L are to be strictly construed against the carrier, and any doubt or ambiguity therein must be resolved in favor of the shipper.—Missouri K. & T. Ry Co. v. Walston. Supreme Court of Oklahoma. 128 Pac. 909.

Telegraf Operator is Agent of Company.—A telegraf operator, even if the agent of the sender in writing a message at his dictation, in receiving and transmitting it to the addressee, is the agent of the company.—Keeting v. Western Union Telegraf Co. Kansas City Court of Appeals, Missouri. 152 S. W. 95.

Closing Transaction on Margin.—A stock broker's action against a consumer, to recover the balance due on margin transactions after having sold the customer out, could not be maintained, where the customer was given no notice of the time of sale.—Fairchild v. Flomerfelt. Supreme Court of New York. 139 N. Y. Supp. 44.

Liability of Telegraf Co.—A telegraf company, after receiving a message by telephone according to its custom, cannot rely on conditions in its printed forms; such as conditions requiring extra charges where a sendee lives beyond the free delivery limits.—Western Union Telegraf Co. v. Parham. Court of Civil Appeals of Texas. 152 S. W. 819.

Carrier's Limitation of Liability.—A common carrier, by fair, open, just, and reasonable agreement, may limit the amount recoverable by a shipper in case of loss or damage to an agreed value, made for the purpose of obtaining the lower of two or more rates of charges proportional to the amount of the risk.—O'Connor v. Great Northern Ry. Co. Supreme Court of Minnesota. 139 N. W. 618.

Consignor's Negligence.—Where a consignor's omission of duty or his fraudulent representation as to the contents of the shipment misleads the carrier, and causes it to omit precautions necessary to its safe transportation and delivery, the consignee must bear the burden of its agent's fraud or negligence, and cannot recover from the carrier for a loss of the shipment resulting from such omission or misrepresentation.—Mobile J. & K. C. R. Co. v. T. J. Phillips & Co. Supreme Court of Mississippi. 60 South. 572.

Delivery at Buyer's Option.—Plaintiff sold defendants a quantity of peanuts in 1909, to be delivered and paid for January 1, 1910, at a railroad station or at a river landing. On January 1st defendants paid for 10,000 bushels, and requested that the entire lot remain in plaintiff's barn until called for. On May 24th defendants requested the supervisor at plaintiff's farm to deliver 500 bags at the railroad station, and, he having replied that he had no authority to deliver there, directed defendants to phone the superintendent, but without doing this they requested that the nuts be delivered at the landing, which was done. Held, that the subsequent request was a waiver of demand for delivery at the railroad station.—State's Prison v. Hoffman & Bros. Supreme Court of North Carolina. 76 S. E. 3.

Carrier May Recover Undercharge Even after 15 Months.—A carrier's action for the difference between the charge it demanded and received and the charge prescribed by the Interstate Commerce Act (Act Feb. 4, 1887, c. 104, 24 Stat. 379 [U. S. Comp. St. 1901, p. 3154]) may be commenced at any time within the time allowed by statute.—Pennsylvania R. Co. v. Titus. Supreme Court of New York. 138 N. Y. S. 325.

Shipper Not Negligent in Selecting Longer Route.—A shipper who in routing a shipment of perishable freight selected a longer route than he could have taken was not guilty of contributory negligence causing injury to the shipment, where the carrier in the exercise of ordinary care could have transported the shipment without damage.—Uber v. Chicago, M. & St. P. Ry. Co. Supreme Court of Wisconsin. 18 N. W. 57.

Duty to Install Dust Collector.—Where there is a device in common use and adaptable to the work in a grinding mill, which a man of ordinary prudence would adopt to keep dust out of the air, the owner of the mill must install such a device, and failure to do so is actionable negligence, rendering him liable for a loss occasioned by an explosion of the dust.—Quaker Oats Co. v. Grice. U. S. Circuit Court of Appeals. 195 Fed. 441.

Crop Lien.—The privilege granted by C. C. art. 3217, upon the crops of the year for necessary supplies, ceases when the things upon which it rests cease to be crops. The purchaser of agricultural products from the planter buys them subject to any crop lines that may rest upon them; but, when such purchaser sells them, they enter the channels of trade, and become merchandise.—Loeb v. Collier. Supreme Court of Louisiana. 59 South 816.

Carrier an Insurer of Freight.—A carrier is a practical insurer of freight received for transportation against all losses except those arising from an act of God, the public enemy, the public authorities, the act of the shipper, and the inherent nature of the goods, and, regardless of any contractual exceptions, proof of the carrier's negligence is immaterial, where a loss is not due to the excepted cases.—Lacey v. Oregon Ry. & Nav. Co. Supreme Court of Oregon. 128 Pac. 999.

Breach of Policy.—A provision in a fire policy that the working of carpenters, roofers, etc., in building, altering or repairing the premises without permission of the insurer, will avoid the policy, does not apply to repairs which are necessary for the proper care and preservation of the property, and the question of what repairs are necessary therefor is for the jury.—Lebanon County v. Franklin Fire Ins. Co. of Philadelphia. Supreme Court of Pennsylvania. 85 Atl. 419.

Shipper Cannot Recover for Carrier's Erroneous Quotation.—The erroneous quotation, by the agent of an interstate railway carrier, of a lower freight rate for an interstate shipment than the rate fixed by the published tariff on file with the Interstate Commerce Commission, gives no right of action to a shipper who sustains injury by acting on the faith of the quoted rate, although such tariff was not posted or on file in the carrier's local station.—Illinois Central Railroad Co. v. Henderson Elevator Co. Supreme Court of the United States. 33 Sup. Ct. Rep. 176.

Breach of Contract of Sale.—Where malt was sold under a contract specifying that it should be shipped during a certain year under directions to be given monthly by the purchaser, who should "take delivery of a proportionate quantity each month, or about that," and where, when less than one-fifth had been delivered, the purchaser ordered that no more be shipped until further notice, and thereafter refused to give directions for further deliveries, which deliveries the seller was ready and willing to make, the purchaser's breach of contract was complete, though the seller made no actual physical tender of the undelivered malt.—Thomas Gordon Malting Co. v. Bartels Brewing Co. Court of Appeals of New York. 100 N. E. 460.

Delay in Carrier's Notice of Arrival.—A B/L provided that a carrier should not be liable for damages by fire occurring after 48 hours, exclusive of legal holidays, after notice of the arrival of the shipment; and notice was given Friday, July 1st, at 3 p. m., next before the destruction of a shipment by fire July 5th, at 1 a. m. Held, that the carrier was liable, there not having been 48 hours' notice under the B/L, the word "holidays" therein including Sundays, as well as the Fourth of July.—Hussa Brewing Co. v. Chicago & N. W. Ry. Co. Supreme Court of Wisconsin. 139 N. W. 415.

Adjustment of Fire Loss.—Where an insurer offered to pay the insured a stipulated amount for a fire loss, on consideration that the insured should assign his cause of action against his lessor, a railroad company, whose negligence caused the fire, the acceptance by the insured of that offer and his tender of such an assignment, even though he had no right of action against the railroad company, because it had been released when he leased the property from them, constitutes an adjustment of the loss binding on both the insured and insurer.—Gerlach v. Grain Shippers Mutual Fire Ins. Ass'n. Supreme Court of Iowa. 136 N. W. 691.

Party Entitled to Sue Carrier.—A contract for sale of coal which contemplates delivery by the seller to a carrier f. o. b. for the buyer, and which provides that the carrier's track scale weights at the seller's mines shall govern settlements, does not give the buyer a right of action for a loss of part of a shipment consigned by the seller to its agent, and under Code 1907, § 2490, providing that, where suits are brought in the name of the person having the legal right for the use of another the beneficiary must be considered as the sole party, the agent may not maintain an action for the use of the buyer, though there was a delivery to the buyer of the Bs/L without indorsement.—Zimmern's Coal Co. v. Louisville & N. R. Co. Court of Appeals of Alabama. 60 South. 598.

Shipper Can Recover in Federal Court for Failure to Furnish Cars.—The power conferred on the Interstate Commerce Commission by section 16 of the Interstate Commerce Act (Act Feb. 4, 1887, c. 104, 24 Stat. 384 [U. S. Comp. St. 1901, p. 3165]), as amended by Act June 29, 1906, c. 3591, § 5, 34 Stat. 590 (U. S. Comp. St. Supp. 1911, p. 1301), to award damages to a shipper for violation of the act by an interstate carrier, is not limited to cases where the damages arise from an excessive rate or charge, but extends to all cases where the shipper's common law remedy is abrogated, and he is required to apply for redress in the first instance to the Commission, and such damages may be awarded on a finding of unjust and discriminatory regulations and practices in the distribution of coal cars in times of shortage.—Jacoby v. Pennsylvania R. Co. U. S. District Court, Pennsylvania. 200 Fed. 989.

Vermont Demurrage Law Unconstitutional.—Laws 1906, No. 122, §§ 8, 10 (P. S. 4539, 4541), which provides that no railroad doing business in the state shall charge any demurrage on freight received at any station in the state until four days, not including Sundays or holidays, after notification to the consignee of its arrival, with a penalty for its violation, and Laws 1910, No. 147, § 1, which contains the same regulation as to cars placed for loading by a shipper, purport to apply to demurrage charges, regardless of whether the freight belongs to intrastate or interstate commerce, and hence are repugnant to the commerce clause (Const. U. S. art. 1, § 8), and to Interstate Commerce Act Feb. 4, 1887, c. 104, §§ 1, 6, 12, 24 Stat. 379, 380, 383 (U. S. Comp. St. 1901, pp. 3155, 3156, 3162), as amended by Act June 29, 1906, c. 3591, 34 Stat. 584 (U. S. Comp. St. Supp. 1911, p. 1288), enforced by the Interstate Commerce Commission by demurrage rules allowing a free time of only two days for loading or unloading interstate freight shipments.—Sargent, Atty., Gen., v. Rutland R. Co. Supreme Court of Vermont. 85 Atl. 654.

CROP IMPROVEMENT.

The agricultural appropriation bill passed the house Feb. 11, carrying \$17,000,000.

Johnson county, Mo., has set aside funds to be used in the employment of a soil expert.

A bill appropriating money for county agricultural agents, known as S.F. 398, has been introduced by Senator Sageng in the Minnesota Senate.

The Nebraska Pure Grain & Seeds Growers Ass'n has been organized and permanent officers elected. F. J. Rist of Humboldt, Neb., is pres.

A bill creating the office of consulting agriculturist was introduced in the Illinois senate Feb. 20. The bill was prepared by the Illinois Bankers Ass'n.

Steele County, S. D., will employ a field agent to work in conjunction with the Better Farming Ass'n to educate the farmers in improved methods of farming.

Christian Co., Ky., has been organized for crop improvement, and the court has set aside \$1500 to be used in defraying the expense of an agriculturist for scientific farming.

A tag, "Grown in Wisconsin," will hereafter be attached to all shipments of pure grain which may be sent out by members of the Wisconsin Agricultural Experiment Ass'n.

The Duluth Board of Trade has asked Sec'y Ball of the Crop Improvement Com'ite to deliver his illustrated lecture before the leading men of that city and vicinity, in order to enthuse the citizens to action for crop improvement.

Marion County, Ill., has been organized for crop and soil improvement under the auspices of an organization which recently elected officers at a meeting held in Salem, Ill. Sufficient funds have been raised to employ soil and agriculture experts.

A tentative organization has been formed in Wyndham County, Vt., to promote scientific agriculture. A dinner recently held in Brattleboro gave rise to the movement. A com'ite was invested with authority to solicit members and funds.

The promotion of kafir corn and milo maize is the occasion of a special train, "The Kafir-Milo Special" over the system of the Rock Island in Northwest Texas and Oklahoma towns. The tour is in charge of H. M. Cottrell, agricultural commissioner of the railway company.

The appointment of soil experts for counties of the Thirteenth Congressional district of Illinois has been asked of the Office of Farm Management, Department of Agriculture, by Congressman John C. Mackenzie, so that a portion of the expense may be borne by the government.

A campaign for more and better kafir corn is being actively pushed by railroad, business and other men of affairs in Oklahoma under the specific direction of the State School of Agriculture at Helena, Okla. The object of the campaign will be to breed a production of seed corn that will be pure and hardy.

Thru the efforts of the state school of agriculture, Oklahoma has conducted a very successful corn growing contest. The state college offered several prizes, cash scholarships, trips, etc. The first prize was won by a young lady, Miss Esta Beaman, of Meeker, Okla., whose acre plot showed a yield of fine corn, making 95 bushels and 10 lbs.

A meeting has been arranged to be held in Minneapolis soon, at which time plans for crop improvement will be discussed. The Washburn-Crosby Co. will furnish the entertainment for the guests and C. A. Magnuson, the Minneapolis member of the crop improvement com'ite, will have charge of the meeting.

R. F. Murray will succeed Professor F. R. Crane, in charge of the agricultural extension department of the Great Northern Ry. Mr. Murray will conduct the campaign for soil fertility much in the same manner as was planned under the direction of James J. Hill, who is striving to advance agriculture in territory tributary to the railway.

The crops of rye, wheat, oats and all other field crops have been unusually large in Austria during the past year. The harvests of Moravia and Bohemia were especially heavy and will allow the Austrian grain markets to purchase their supply from their own country for the first time in many years. Heretofore the Hungarian yield has usually supplied the Austrian needs.—Consul General Chas. Denby, Vienna, Austria.

The Eastern Oklahoma Agricultural Conference, held in Muskogee on Feb. 3, was attended by two thousand delegates, who were very enthusiastic of the project of organization for increasing fertility. The plan of the "Commercial Agriculturist Club" was adopted instead of the older plan of organization, so that all might co-operate in the work. Forty counties in the eastern end of the state were fully organized and formed the state federation.

The Wisconsin legislature is considering a bill to establish an agricultural school in each county of the state, providing state aid to the amount of \$30,000 for each county agricultural school; and additional state aid to such schools as also give instruction in domestic science. Schools having an attendance of over 150 will receive \$8,000 per annum; those having an attendance of 100 to 150, \$7,000 per annum; and those having an attendance of less than 100, \$6,000 per annum. Provision is made for the appropriation of \$165,000 from the railroad taxes to defray the expenses of this act. Of this sum \$150,000 is to be used for the building of the schools and \$15,000 is for the establishment of domestic science courses. Any additional funds needed are to be drawn from the general fund. A bill similar to this one was defeated two years ago, but Speaker Hull is making great efforts to have this bill passed.

JUDGMENT was awarded Hannay & Co., brokers of Liverpool, Eng., against the Guaranty Trust Co. of New York, on a bill of exchange which was made by Knight, Yancey & Co., now bankrupt cotton merchants of Decatur, Ala. This decision will probably control a series of similar actions aggregating \$4,500,000, involving forged Bs/L, and it is expected that the case will be carried to the Supreme Court for action. The judgment awarded was \$7,120.

THE KAISER OF GERMANY has proved his ability as a farmer. Since 1907 he has extended the arable land on his estate at Kadinen and has also reclaimed 300 acres of meadow land, harvesting in 1911 450 tons of hay and pasturing 120 cattle and 90 horses on what had before been regarded as worthless land. He also introduced a variety of rye hitherto unknown in East Prussia which was greatly superior to the kind the neighboring farmers were growing.

Wm. H. Colvin & Co.
104 S. La Salle Street
CHICAGO

There seems to be no good reason for the extreme pessimism that has so long existed, because the market is not only entirely devoid of any inflation but, on the contrary, the price is generally regarded as being too high, and yet values here are three cents below the price in Argentine and the market has been on the verge of export business for some time past.

All the European advices indicate a strong undertone in those markets, and that their requirements will be large and continuous for months to come and extending into the new crop. The situation in our opinion is sound and healthy, and one that offers superior opportunities for investment.

**Consignments of Grain and orders for future transactions solicited.
Also orders for wheat from millers.**

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Everybody is trying to find out where they can buy ground phosphate. Cheapest fertilizer known. We are at the mouth of the mines. Write us for prices. Can also quote cow peas, soy beans, etc.

**NASHVILLE FIELD SEED CO.,
NASHVILLE, TENN.**

Supply Trade

Chicago callers: C. G. Hammond, Pres. Huntley Mfg. Co., Silver Creek, N. Y.; B. P. Ordway, Kansas City, Mo.

Cedar Rapids, Ia.—The name of the Orr-Newell Co. has been changed to that of Orr Bros. Supply Co., the proprietors of which are L. R. & D. E. Orr.

Tampa, Fla.—The Tampa Dock Co. has been incorporated with a capital stock of \$1,000,000 for the construction of grain warehouses, elevators and docks.

Fairbury, Neb.—The Van Ness Constr'n. Co. has recently designed a new ball-bearing manlift. It is claimed that it is a great improvement over the old type.

St. Louis, Mo.—An inventory of the estate of P. G. Reuter, late sec'y. of the Reuter-Jones Mfg. Co., was filed, showing a total of \$106,169.12 in personal property.

Bloomington, Ill.—W. D. Hollister, for many years connected with the trade as a miller and mill machinery salesman, died suddenly of heart failure in Chicago recently.

Chicago, Ill.—Among recent sales reported by W. H. Salisbury & Co. is one of 5,200 ft. of Salisbury solid woven rubber belting for the C. R. I. & P. R. R. terminal elevator at Kansas City, Kas.

Bloomington, Ill.—George P. Dickey succeeded A. T. Stafford the first of the year as agent of Howe Scale Co. Mr. Stafford has been with the Howe Scale for 42 years and has now retired for a well earned rest.

Dallas, Tex.—Geo. T. Smith announces the perfection of a new bleaching process which he says will soon be put on the market by a large Texas company. This invention, to be attached to the purifier, is said to bleach flour without the use of gases, needing only the three elements of heat, air currents and certain rays of light. No machinery whatever is required and the cost of operation is said to be greatly reduced.

New York, N. Y.—The H. W. Johnson Co., during January, followed its established custom in holding a series of annual salesmen's conventions. The department managers and over 600 salesmen assembled at Milwaukee, Boston, New York, Philadelphia, Pittsburgh, Cleveland, Chicago, St. Louis, New Orleans, San Francisco and Toronto. About 300 products of this concern were taken and their advantages over competitive products pointed out to the salesmen by specialists in each line.

New York, N. Y.—The Western Electric Co. has recently placed upon the market a new dry battery, known as the "Red Label Blue Bell Battery." This new battery, the result of careful development work, is designed for intermittent service requiring high efficiency and rapid recuperation. It is of the high initial amperage and low internal resistance type, having an initial amperage of 25 amperes on short circuit. It is especially fitted for ignition service in general, in conjunction with all types of industrial gas engines. Large stocks will be carried by each of the 20 Western Electric distributing houses located in the principal cities of the country.

Winnipeg, Can.—The Strong-Scott Mfg. Co., of Canada, has been incorporated with a capital stock of \$150,000.

West Pullman, Ill.—The offices and factory of the National Automatic Scale Co. have been moved from Bloomington to this city.

Kansas City, Mo.—The National Gas Engine Ass'n's second annual exhibition of gasoline engines will be held in this city Aug. 18-20th, 1913.

Peoria, Ill.—S. B. Hart, pres. of the Hart Grain Weigher Co., died of apoplexy, recently. Mr. Hart was the inventor of the grain weigher and president of the company since its formation. W. B. Wilde, who has been associated with the company in an executive position for many years, has been elected his successor.

The National Tube Co. has made an announcement that the manufacture of the so-called "merchant" weight pipe will be abandoned. This pipe, which is lighter in weight than the standard, is not suitable for all purposes of standard weight pipe. The advantages to the ultimate consumer of a single high standard in this class of material are obvious.

Kansas City, Mo.—W. P. Buchan, representative of the Richardson Scale Co., has returned after a visit to the company's factory in Passaic, N. J. He states that the sales of Richardson Automatics during the season of 1912 was of very satisfying proportions and looks forward to widely increased popularity for the automatic weighing of grain for the present year.

On appeal from the Circuit Court of the U. S. for the District of Maine, the issue in equity by the Automatic Weighing Machine Co. against the Pneumatic Scale Corp., Ltd., the decree for the complainant has been reversed by the U. S. Circuit Court of Appeals. No infringement of the Thomas patent was found. The case is remanded to the district court with directions to enter a decree dismissing the bill.

Chicago, Ill.—The Western Economic Society will hold a conference on Scientific Management at the Hotel Sherman Mar. 14-15th. A thoro discussion of the modern ideals of organization, efficiency and scientific management will be had, and the leading advocates of scientific management will present the fundamental features of their plans. The papers to be offered cover a wide range and the list of speakers contains the names of men prominent in the business world.

Indianapolis, Ind.—The sales dept. of Nordyke & Marmon Co. report a most prosperous beginning of the new year. Sales of elevator or mill equipment have been made to the Russell Miller Mfg. Co., Minneapolis; South Side Supply Co., Chase City, Va.; Douglas & Co., Cedar Rapids, Ia.; John H. Vocke, Napoleon, O.; The Elevator Roller Mill Co., Columbus, Neb.; Williamsburg Roller Mill Co., Williamsburg, Mo.; Standard-Filton Mfg. Co., Alton, Ill.; M. E. Hindman, Newberry, Ind. Among the foreign dept. orders are those of a large buhr flour mill outfit for shipment by A. Rosenthal & Sons, New York, N. Y., and to Julio Seguy, Morelos, Mex., some of the mills purchasing N. & M. Co.'s packers are Juliette Mfg. Co., Juliette, Ga.; Browder Mfg. Co., Fulton, Ky.; Barrow-Scott Mfg. Co., Bristol, Tenn.; Shelton Mills, Chattanooga, Tenn.; Bulte Mills, Kansas City, Mo.; Fort Mountain Talc Co., Chatsworth, Ga., and Atlanta Mill Co., Atlanta, Ga.

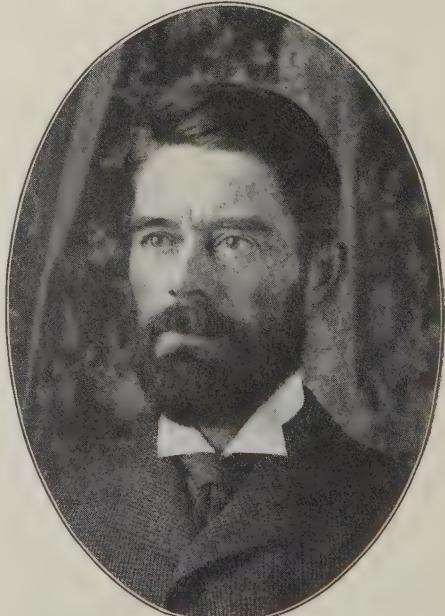
Portland, Ore.—R. M. Van Court, representing the C. A. Shultz Mfg. Co., makers of the Shultz patent composition scouring case, on a recent visit to Buffalo, stated that he expected to open an office in that city.

Akron, O.—The Diamond Rubber Co. announce the succession of W. E. Hardy, formerly mgr. of the Diamond Mechanical Branch, New York City, to the position of sales manager of the mechanical rubber goods dept.

Omaha, Neb.—Two statements recently made by the Hall Distributor Co. are of considerable interest. One is that "wherever the Hall Special leg is in use, it is doing double the work of an ordinary leg with the same size cups," and the other "that 1912 was its banner year."

New York, N. Y.—The U. S. District Court recently denied the owners of patents the right to fix the price for the resale of their patented articles. The action was brot by the Waltham Watch Co. against a New York jeweler, to restrain the defendant from selling Waltham watch movements for less than a fixed price. Judge Ray, who rendered the decision, held that the dealer who assents to fix prices as demanded by the patentee becomes a party to an illegal combination in restraint of trade.

Chicago, Ill.—In the death of Wynn Ellis, founder and head of the Ellis Drier Company, the grain trade has lost one of its most beneficent members. Mr. Ellis had been ill for more than a year and death occurred at his home in Chicago, Feb. 9th. Mr. Ellis was a native of England and for many years had been engaged in perfecting methods of conditioning grain with a view to insuring its keeping and shipping qualities. His operations here with the Ellis drier were on a large scale and in 1904 he came to Chicago from Milwaukee and purchased the Rockwell Elev. at 12th and Rockwell Sts., equipping it to save salvage grain. The offices of the company are in the Postal Tel. Blg., and the business will be continued by the sons, Wynn, Jr., Hubert and Norman. The demise of the father leaves the business in trained hands. The sons are drying engineers, having received their training from the father. A widow also survives.



Wynn Ellis, Chicago, Ill., Deceased.

Patents Granted

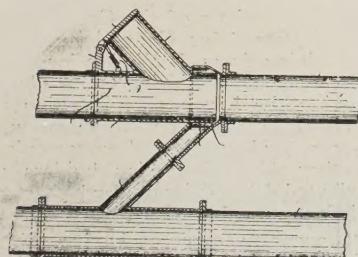
Grain Elevator. No. 1,053,431. (See cut.) George W. Nordholm, Pilot Mound, Ia. This apparatus consists of a bucket elevator mounted on frame bars, all of which are adjustable so as to permit the widest range of action. The elevator can be adjusted from the horizontal to almost the perpendicular.

Drier for Seed Corn. No. 1,052,457. (See cut.) Richard C. Bryant, Roanoke, Ill. Four rectangular frames, each covered with sheet of wire gauze forming the bottom, sides, and back of the drier, are so arranged that ears of corn may be separated by means of wire compartments arranged in parallel and horizontal planes. The frames are supported by two cross pieces holding each in place.

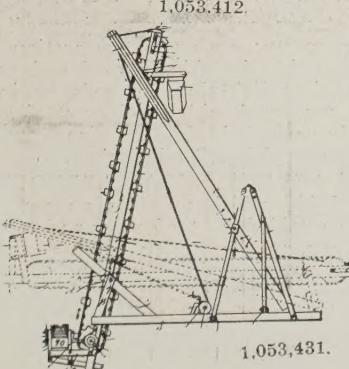
Grain Cleaner and Separator. No. 1,053,410. (See cut.) Henrik C. Liden, Thief River Falls, Minn. This device consists of a cylinder mounted on a frame arranged to permit the discharge end of the cylinder to be raised and lowered, together with a series of screens secured at the discharge end of the cylinder and a number of spouts arranged between the screens. Spaced uprights, provided with a vertical series of openings, are mounted on the frame and are connected by longitudinal bars. A number of parallel spouts are arranged transversely upon the upper edges of the bars in alignment with the discharge ends of the concentric skirts.

Pneumatic Conveyor. No. 1,053,412. (See cut.) Guido E. Lob, Chicago, Ill. The air pipe, which is the lower, is connected to the conveyor pipe (the upper) by means of branch pipes set at an angle. Around the conveyor pipe at the point of the air pipe connection is an annular pocket of larger diameter than the conveyor pipe and tapered at the forward end so as to direct the stream of air. A spout, protected by a cover, connects into the conveyor pipe just back of the air connection. A number of injector bodies of the same diameter as the conveyor pipe are employed to catch the force of the air and move the material through the conveyor pipe.

"The Lady of The Lilies" is a hand colored photogravure calendar distributed among the trade by O. W. Cox, Woodward, Okla.



1,053,410.



1,053,412.

ADULTERATED OATS SEIZED.

Charging adulteration and misbranding, government officers confiscated a carload of oats Feb. 15, 1910, on the St. L. I. M. & S. Ry. tracks at Texarkana, Tex. The oats, which were billed as "No. 3 white oats," were found to contain barley, wheat, debris, and miscellaneous seed.

On April 4, 1910, judgment of condemnation for forfeiture was entered. The oats were released and delivered to the Pendleton Grain Co., St. Louis, Mo., claimant, upon the payment of the cost of the proceedings, amounting to \$16.90, and the execution of a \$1,000 bond, in conformity with section 10 of the pure food and drugs act.

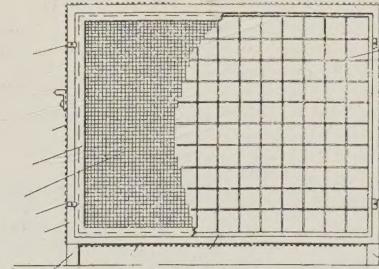
Books Received

EFFECT OF FERTILIZERS on the Chemical and Physical Properties of Wheat is a 21-page Bulletin 243 by the Ohio Exp. Sta., Wooster, O.

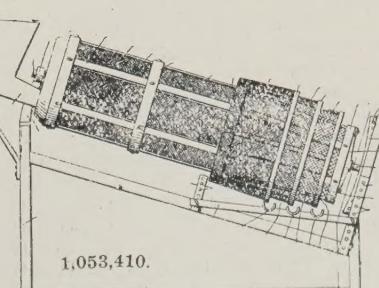
REPORT OF THE WISCONSIN STATE BOARD OF AGRICULTURE for the year ending Feb. 1, 1912, by J. C. MacKenzie, sec'y, gives the proceedings of the annual convention of the board, at which a number of papers were read on subjects of interest to Wisconsin farmers. An appendix gives statistics showing by counties the acreage and yield of the various crops and the number and value of live stock in 1911.

NEW ALFALFA VARIETIES, by George W. Oliver, Plant Breeder and Propagator, Burro of Plant Industry, gives a record of the Burro's work in developing new strains of alfalfa adapted to pasturage which will succeed in the large areas where the native alfalfas cannot be grown. The Burro found alfalfa growing in northern Africa which seemed adapted for growth in arid regions, especially in sandy or loose soils. The alfalfa found in Russia and Siberia is able to endure, even when unprotected by snow, a temperature as low as -13° F. without injury. By crossing the various varieties, the Burro hopes to produce new varieties which can be successfully grown in all parts of the country. Burro of Plant Industry Bulletin 258; 50 pages; U. S. Dept. of Agri., Washington.

SIGHT DRAFT payment for grain exported to England, instead of the present practice of drawing at 60 days' sight, will become the established practice if the negotiations which the North American Export Grain Ass'n is now having with the British Grain Trade Ass'n are successful. Ten American exchanges have formally indorsed the new Ass'n.



1,052,457



1,053,410.

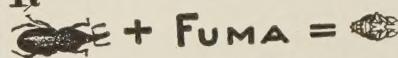
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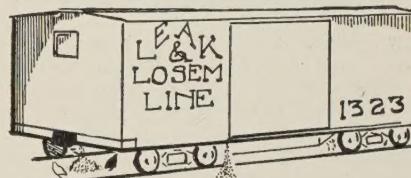
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Feedstuffs

The Larrowe Milling Co., Coshocton, N. Y. and Detroit, Mich. has registered as a trade mark for chicken feed a V-shaped design with the word "Vegeto" under serial No. 67,424.

Minneapolis received 5203 tons of feed and shipped 54920 tons; compared with 3829 tons received and 53549 tons shipped during January, 1912—John G. McHugh, sec'y Chamber of Commerce.

Food packages must be plainly labeled with the net weight and contents before they are sold to the public, to comply with a bill passed by Congress Feb. 20. The bill does not affect package goods sold for 18 months after the law becomes effective.

The K. E. Neumond Grain & Feed Co. is building a \$5,000 plant in St. Louis, Mo., to be managed by Fritz Marx. The company, which has branches in New York, New Orleans, and Galveston, manufactures stock feeds. The new building is on the site of the elevator which burned last year.

For misbranding hominy feed the Davis Milling Co., St. Joseph, Mo., was fined \$20 and costs, amounting to \$16.51, on March 4, 1912. The guaranteed analysis printed on the label gave: moisture 9.85%; fat 7.70%; protein 11%. Government analysis showed that the feed actually contained: moisture 8.43%; fat 6.45%; protein 9.81%; crude fibre 5.20%.

For misbranding horse feed the Commonwealth Feed Mills Co., St. Louis, Mo., were fined \$10 and costs July 30, 1912. The feed was labeled: "Guaranteed Analysis: protein 11.50%, fat 4.20%; fibre 17.50%; nitrogen free extract (starch and sugar) 50%." Government analysis showed that the feed actually contained: protein 10.75%; fat 2.88%; fibre 23.27%; and moisture 7.22%.

Seizures of corn that has turned sour have been made recently at Thomasville, Albany, Americus, Cordele, and Macon on a recent trip of inspection by Inspector P. A. Methvin, who says "The continued and unexpected warm weather up to the latter part of this week has caused the germination of corn thruout the state at least a month earlier than usual, which ruins it for feeding purposes."

Fifty bags of mixed feed were condemned by government officers July 3, 1912, for adulteration and misbranding. The feed had been shipped by the Akin-Erskine Milling Co., Evansville, Ind., to J. L. Young, Douglas, Ga. The label gave the ingredients of the feed as bran and shorts. The government alleged that the feed was adulterated with screenings. No claimant appeared for the property, and it was ordered destroyed or otherwise disposed of by the government.

A shipment of 300 sacks of cottonseed feed meal belonging to the Stockyards Cotton & Linseed Meal Co., Kansas City, Mo., was condemned April 19, 1912, by the government for misbranding. The meal was invoiced as choice cottonseed feed meal, which implied that it contained 41% protein. Government analysis showed that the product contained only 21.27% protein and should have been graded as prime cottonseed meal. The Stockyards concern admitted the government's allegations and paid the costs of the proceedings, \$22.15, and also executed a bond for

\$500 in order to regain possession of the meal.

On account of the feed value of alfalfa hay, Otto Weiss of the Otto Weiss Stock Food Co., Wichita, Kansas, has, thru Congressman Victor Murdock, asked the Department of Agriculture to separate the statistics concerning alfalfa from other hays so that manufacturers might determine the amount of material which he might expect as working basis, like reports of other commodities are given.

For alleged failure to tag concentrated feedstuffs as required by law, J. D. Turner, head of the Feed Control Division of the Kentucky Agri. Experiment Station at Lexington, obtained warrants for the arrest of Harry Hardke and the members of the Van Leunen Co., Kenton Hay & Grain Co., J. H. Fedders & Sons, and Cincinnati Grain Co..

The character and composition of the feedstuffs sold in Indiana continue to show improvement, according to W. J. Jones, Jr., State Chemist, Lafayette, Ind. The results of the 1911 inspection show that 75% of the feeding materials were up to guarantee in every particular; compared with 70% in 1910. The number deficient in crude fat decreased from 20.5% to 16%; the number deficient in both crude fat and crude protein, from 3.8% to 2.9%; and the number misbranded, from 7.1% to 3.2%. In one ingredient, crude protein, there is a slight increase in deficiencies, from 6.3% to 7.5%. Indiana consumers in 1911 purchased 179,000 tons of feeding stuffs, having a retail value of \$5,056,906. Of this amount, \$2,378,646 was for mill by-products.

The low price of barley has resulted in a smaller movement than was expected. The government estimated the 1912 crop in Minnesota, the Dakotas, and Montana at 101,000,000 bus. Minneapolis and Duluth have received 34,000,000 bus, with about 14,000,000 bus. more to come. This leaves 53,000,000 bus. unaccounted for. While some of this has been marketed thru other channels, it is apparent that much of the barley is being held for use on the farms. It is assumed that at the present low prices it is more profitable to feed at home than market the grain. The supply of malting barley of high grade is not large, nor have the offerings at any time been large. The stocks in store are less of all varieties, amounting to 2,716,000 bus. compared with 2,711,000 bus. last year.

Bran must not contain over 3% screenings, according to a ruling recently made by federal pure food officials. Even the addition of wheat middlings or flour to wheat bran will be regarded by the government as adulteration unless the product is labeled "Wheat bran and middlings" or "wheat bran and flour." The government confiscated 138 sacks of bran manufactured by the Northwestern Consolidated Milling Co., Minneapolis, and 1200 bags of wheat bran belonging to the Dunlop Mills, Richmond, Va., because the bran contained over 3% screenings. Minneapolis millers say that it is almost impossible to manufacture bran profitably and have it contain only 3% screenings. With the natural contamination of the wheat the percentage runs from 6 to 8 under present milling methods.

The government lost its suit against the American Cotton Oil Co., Grenada, Miss., for alleged misbranding of cottonseed meal. The product was labeled: "Choice cotton seed meal; guaranteed analysis: ammonia, not less than 8%; nitrogen, not less than 5.5%; protein, not less than 41%; crude fat and oil, not less than 9%; crude fiber, not to exceed 10.5%. The

analysis by the Bureau of Chemistry showed the following composition: Nitrogen 6.06%; protein 37.88%, fat 8.59%. The government contended that the meal should have been labeled "prime" cottonseed meal, inasmuch as it did not contain 41% protein, as stated in the label, but only 37.88%, thus falling in the grade of "prime" cottonseed meal. The case was tried before a court and jury and on Dec. 7, 1911, a verdict of not guilty was rendered by the jury by direction of the court.

INTERSTATE FEED DEALERS ASS'N ORGANIZES.

The Interstate Feed Dealers Ass'n was organized Feb. 6 at Kansas City by one hundred feed and grain dealers from surrounding states. The purpose of this organization is to maintain a high standard of concentrated feeds. Every effort will be made to stamp out the illegitimate dealer and put an end to unscrupulous competition. Dealers offering adulterated feeds will be prosecuted.

The feed definitions adopted in Nov., 1912, by the Ass'n of Feed Control Officials of the United States will be used as a standard. A chemist will be employed to investigate any feeds that are suspected to be below these standards or adulterated. A publicity buro will also be organized to keep the feed buyers informed as to the dealers who maintain the adopted standards.

H. G. Cherry, of Kansas City, who was most active in organizing the ass'n., was elected pres. J. L. Frederick, St. Joseph, Mo., was elected vice-pres., and C. W. Rambo, Kansas City, treas. A sec'y will be appointed later.

The purpose of the ass'n is a worthy one, and the officers are confident that it will grow rapidly in importance and in influence.

Legislation will be provided in Oklahoma for licensing mutual insurance companies to do business in that state, under state restrictions. The bill has the support of the millers of that state for it is particularly designed for the operation of mill mutual insurance companies.

Charter members of the Grain Dealers' National Mutual Ins. Co. residing in Ohio are receiving from J. W. McCord, pres., a personal letter testifying to his pleasure in having the honor of connection with the company since its organization, as vice-pres. and pres., and congratulating the other 43 Ohio policy holders who contributed 52 policies toward chartering the infant now 10 years old.

All property owners having shingle roof buildings shud take notice that a dry season, or a season in which electrical storms are numerous, jeopardizes your property; so make preparation to dispense with the shingle roof and provide against lightning, by rods or iron siding connected with the iron roof and properly grounded.—Mutual Fire Prevention Bureau, Wm. Reed, Sec'y.

THE AGRICULTURAL APPROPRIATION bill which provides an amount for the establishment of an experimental laboratory on the Pacific coast and for the grading of grain is now being considered by Congress. If this provision is included in the law it will delay the establishment of government grading of corn for another year, and the grading of wheat and other grain for a longer time.

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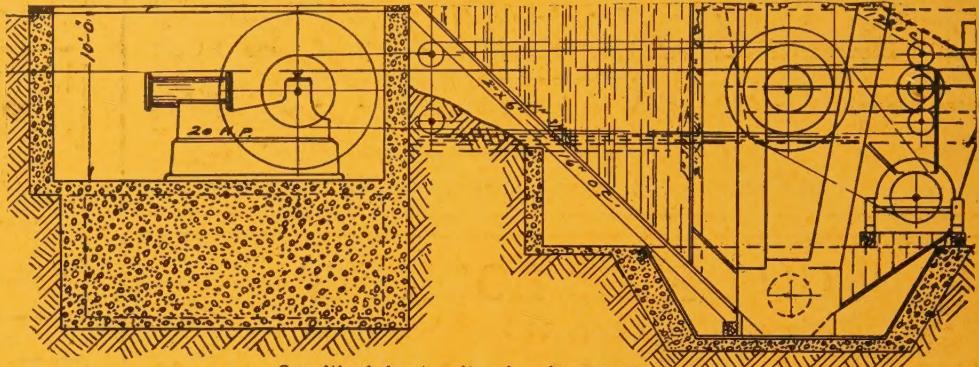
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